CYCLE NEWS®

WEST Volume XXII : Number 47 : December 4, 1985 $1.00

Test: 1986 Husqvarna 400 Enduro

Swedish masterpiece

Plus: The latest from the CPSC; Honda's RS250R road racer; lots of New Products; Video Review; Product Evaluation; Calendar; Results; local racing and more!

America's weekly motorcycle newspaper

The Latest POOP BY PAPA WEALEY

Chris Crandall, the winner of last year's Barstow-to-Vegas off-road race, called to give thanks for letters and calls of support he had received since breaking a vertebra in a 100-mph crash at the November 3 Barstow (California) GP. "I'm out of hospital and recovering at home," Crandall said. "I'll be out there (for the November 30 Barstow-to-Vegas race) giving my support, but the doctor won't let me race."

Superbowl of Motocross creator and Rodil Cup co-promoter Mike Goodwin will appear on Larry Huffman's Motorcycle World radio show on December 1, and will answer phoned-in questions about the Rodil Cup debacle. A huge controversy arose over the on-again, off-again staggered start advertised for the Rodil Cup supercross when several top U.S. riders sandbagged in their qualifying heat races to gain a front-row start. Letters from disappointed fans complaining about the race have been flowing into *Cycle News*, and Goodwin's appearance will be irate fans' first opportunity to talk directly to the man responsible. In California, Huffman's show airs from 10:00 to 11:00 p.m. Sundays on Sacramento's KYLO/105.5 FM, San Francisco's KTIM/100.9 FM, and Los Angeles' KOLA/99.9 FM. The show also airs at the same time on XTRA 690 AM, which reaches several western states. More information is available from 800/228-5249 or 714/661-1962.

The 11th Annual Coors Barstow-to-Vegas Hare and Hound will start at 7:30 a.m. on November 30 in Barstow, California. Malcolm Smith will serve as this year's honorary master of ceremonies.

Australian Jeff Leisk won the final round of the Australian Supercross Series in Brisbane, Australia on November 23 after defeating fellow Aussie David Armstrong. American Brian Manley won his qualifier but was involved in an early crash with Glen Bell that ruined his chances of a win.

The California Racing Club (CRC) will hold the Santa Claus enduro in Lucerne Valley, California on December 7-8. Santa Claus will be handing out presents as part of the Kiduro to be held on the Saturday and Yamaha will be on hand with new Big Wheel 80s, Big Wheel 200s and YFM-80s for free test rides.

Cosworth Engineering Co. has announced their entry into the motorcycle performance products market with a line of aluminum pistons, rings and liners. Drag racer Elmer Trett has been selected as the sole U.S. distributor of the new Cosworth products.

Team Smitty creator Jim Smith has been signed by National Lampoon magazine to draw a monthly, full-page cartoon strip. Smith's first strip should appear early in 1986.

Veteran desert racers Susan Brennan and Hal Wilday will be married on the starting line at sunrise Saturday, November 30, just prior to the start of the Barstow-to-Vegas Hare and Hound. Brennan, an employee of Honda Glendora, will run the race in the Women's Intermediate class and Wilday will compete in the Open Novice division. The couple raced the event together last year, finishing side-by-side. This year they will start at different times from different lines, but with a little luck the newlyweds should meet after the race at the finish line.

Three of the top four motorcycles finishing the recent Baja 1000 were equipped with Michelin desert tires with no valve stems, according to Tim Smith, a Southern California distributor for Michelin race tires. Smith said rims on each of the motorcycles were mounted with a new combination tire and foam liner called a Bib Mousse, which replaces inner tubes. The new tires were fitted to the factory BMWs of Gaston Rahier/Eddy Hau and Tom Kelley/Warren Reid, and to the Honda of Chris Haines/Jim Fishback. The new tires are available in limited quantities and sizes from International Cycle Racing Tires, 213/597-0339.

Cooperation between racers and the Bureau of Land Management during Barstow-to-Vegas competition in 1983 and 1984 resulted in the BLM issuing the first-ever two-year permit for the annual desert race. BLM officials granted a permit authorizing races in both 1985 and 1986, following a joint environmental study with the San Bernardino County Planning Department. The study concluded that event organizers and motorcyclists proved during races in 1983 and 1984 that they will abide by BLM guidelines. This year's event will be held Thanksgiving weekend with the blessing of the BLM and race organizers say they will hold the race during the same weekend next year. Both races will be limited to 1200 motorcycles, with strict controls over where racers can go and what they can do.

Motojournalist Ken Vreeke refused to comment on charges by the American Motorcyclist Association that an article he authored for the November, 1985 issue of Cycle magazine was written with malice of intent and contained inaccuracies and falsehoods. Reached by *Cycle News* at the offices of Cycle magazine late last week, Vreeke said, "I have no comment on the matter," when asked if he wished to respond to AMA allegations. Board chairman John H. Hasty voiced the association's displeasure with the article following an executive session at the November 11 meeting of the AMA Board of Trustees, held in Anaheim, California. Hasty presented a list of specific examples of alleged inaccuracy, falsehood and distortion that allegedly appeared in Vreeke's article, which was critical of the AMA's road racing program. AMA president Ed Youngblood provided evidence to the board supporting his contention that Vreeke wrote the article with malice of intent and added that Cycle publisher Jim Frahm willfully ignored an opportunity to correct inaccuracies even though they were brought to his attention prior to publication. According to Youngblood, the article was circulated to third parties before it appeared in print, but the AMA was denied any opportunity to review it for accuracy. Trustees directed staff to seek advice of legal council and to demand a retraction and apology.

Honeywell Computer's new advertisement features Harley-Davidson and reads, "So Harley-Davidson said, 'Give us a computer system that's as smart as our bikes are tough'. And we said, 'Gentlemen, start your engines.'" The ad is currently running in the Wall Street Journal.

Motocrosser Willy Simons will venture to Europe on a three-week supercross trek beginning on November 30 in Genoa, Italy. Following the Italian Supercross, Simons will race on December 14-15 in another supercross in Antworp, Belgium.

Miller High Life will no longer be associated with supercross in 1986, according to Stadium Motorsports. The beer company's marketplace competition has forced an advertising strategy realignment that does not include supercross.

Nippondenso will post a $100,000 point fund for the 1986 Supercross series of which $60,000 will go to factory-sponsored riders while $40,000 will go to those without major sponsorship. The series opens on January 18 at Anaheim Stadium in Anaheim, California.

Mark Potter, the assistant manager of Yamaha U.S.'s engineering department, was recently honored by the Los Angeles (California) Trade Tech Community College as their outstanding automotive department alumnus; Potter graduated from Los Angeles Trade Tech in 1973 prior to working for Yamaha.

An ad in the want-ad section of the Arkansas Democrat newspaper in Little Rock, Arkansas, has the local U-Haul outlets selling their final 13 Honda ATC200s; the price $795. U-Haul recently decided to get out of the ATC rental business because of the high cost of repairs.

The Professional Motorcycle Racers Association (PMRA) will provide a $50,000 accident insurance policy for all 1986 member riders, according to PMRA Executive Director Brady E. Brooks. Any current AMA Professional license holder and member of the PMDA will be eligible for the policy. The PMRA is also working on a calendar to help cover the cost of the insurance premium; for more information call 317/299-3121.

The Southern California Harley-Davidson Dealer's Association will be sponsoring the Fourth Annual River Run to benefit the Muscular Dystrophy Association on April 5 in Laughlin, Nevada; for more information call a participating southern California Harley dealer.

The Wichita Jeeps Motorcycle Club will be sponsoring the Fifth Annual Motorcycle Trade Show and Extravaganza in Wichita, Kansas on March 28-30. The show will be held at the Cessna Activity Center in Wichita.

Leo Zumsteg of Redwood Cycle Scene and Gary Arnold of Cycle Pro, both in Santa Rosa, California will hold Racer's Workshop classes in early 1986 throughout northern and southern California. The courses will cover everything from organizing a support crew to building a portfolio and finding sponsors; for more information call 707/527-8888.

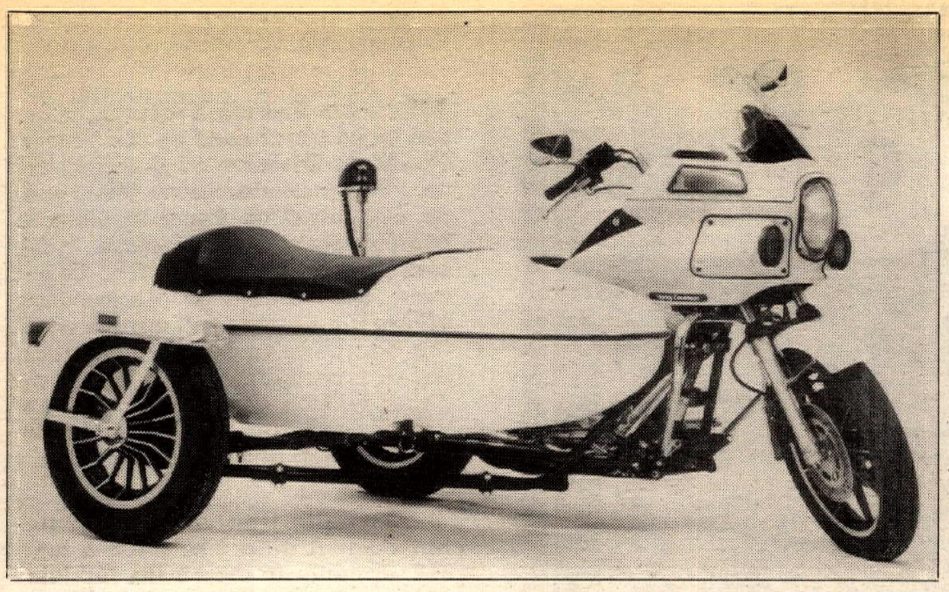
Silhouette Fairing Systems, Inc., has been purchased by the Vetter Products Division of Bell Sports, Inc. The manufacturing plant will be relocated to Rantoul, Illinois from its plant in Martinsville, Indiana; the development lab, however, will remain in Martinsville where Bill Shields will remain with the company to head up product development and design. The products will be distributed only by Vetter with the complete Vetter and BagMan line of products.

According to reports from Europe, Suzuki will most likely use a new V-four motor in their 500cc GP bike by round two of the 500cc World Road Racing Championship Series in Monza, Italy, May 18.

Little known fact: The name Cagiva is composed of the first two letters of the Castiglioni family name (brothers GianFranco and Claudio are Cagiva's founders), the first two letters of the first name of Giovanni Castiglioni (father of the two brothers), and the first two letters of the town of Varese, Italy (where the company began).

Former Camel Pro Series dirt tracker Eddie Wirth clinched the 1985 CRA Sprint Car Championship at Gardena, California's Ascot Park on November 23. The championship consisted of 47 races at the track.

Yamaha Motor Corporation U.S.A., recently announced a 1986 competition contingency fund and award program totaling $2.9 million, which represents an increase of more than 100% over the $1.4 million offered in 1985. The program will expand in 1986 to include drag racing and will continue to support motocross, road racing and three-wheel competition. Yamaha's 1986 contingency program for motocross includes payoffs at events in 11 major national MX series. Included are such competitions as the California Golden State Series, the AMA Florida Winter Series, the Michigan Silverdome Spring Series, the New England Sports Committee Series, and the Texas Grand National Series. While Yamaha contracted, factory riders are not eligible for contingency funds, anyone else on a production Yamaha has a chance at a share of the cash. The most expanded portions of Yamaha's contingency support program for 1986 is the pavement program, which includes backing for production road racing, endurance road racing, Formula 2, and drag racing. The winner of an AMA Superbike professional race can go home with $5000. At a total of 30 AMA and WERA endurance events, Yamaha's contingency will total $3000. At AMA Formula 2 events TZ250 riders will contest for a total of $4000 at each race. In all, contingency money available to Yamaha road racers amounts to over $750,000. Awards of $1250 per race in 50 events from coast to coast will be offered to Tri-Z racers. Finally, drag racers who choose Yamaha's production bikes will be supported at numerous NHRA and IDBA events. Riders in Pro Stock will be eligible for awards of $1000 for first place, with totals of $2700 per event and payouts available down to fifth-place finishers.



Harley-Davidson now offers the RLE Sidecar which fits all 1982 and later FXR-series Harleys with long suspension: FXR and FXRS Low Glide, FXRT Sport Glide, and FXRP Police vehicles (will not fit FXR models equipped with low suspension components). The RLE has a 300-pound load capacity and includes a third-wheel brake. Sidecar connections, covers, windshield, and whitewall tires are standard equipment. Suggested retail is $3295.

California Bureau of Land Management Desert District Manager Gerald Hillier recently announced the appointment of John Bailey, 37, of Needles, California as the first manager of the East Mojave National Scenic Area.

Formula One riders chasing the AMA Grand National Championship in road racing may have to come up with a Superbike ride for the final series race at Daytona. By counting both 100-kilometer legs of the Laguna Seca race as separate Formula One Nationals, the Formula One and Superbike rounds remain equal until the season-ending race at Daytona. "We feel that Formula One riders in the points chase at the end of the season will be able to come up with a Superbike ride for the final round," said AMA's Bill Boyce. The AMA requested Daytona add a Formula One race in October to even out the series, but the track's management refused.

The 1986 Camel Pro Series schedule includes road races at Road Atlanta plus Florida's Sebring International Motorsports Park and a season-ending National at Daytona International Speedway. A mile National has been added at the New Orleans Fairgrounds, while Manzanita Speedway in Phoenix, Arizona, the Oklahoma State Fairgrounds in Oklahoma City and West Virginia Speedway in Parkersburg will host half-mile CPS rounds. The Pocono Road Race, the San Jose Short Track, and the Houston and Ascot TT Nationals have been dropped from the schedule.

The White Bros. Vet National Motocross Championship will be held on December 14 at Perris Raceway in Perris, California and will feature a $1000 purse for Pro Vet riders. The event will also feature a full amateur field of Vet, Old Timer, Masters Expert, Intermediate and Novice classes; for more information call 714/831-3482.

Pogue Machine of Oklahoma City, Oklahoma has been named American Performance Engineering 1985 distributor of the year. Sid Pogue, three-time National Pro Stock Champion, accepted the award from APE president Jay Eshbach at the International Drag Bike Association awards banquet, held in conjunction with the World Finals in Gulfport, Mississippi. APE is a leading manufacturer of high-performance engine components for motorcycle racing. Pogue Machine is the leading performance parts warehouse distributor in the Oklahoma/Texas area.

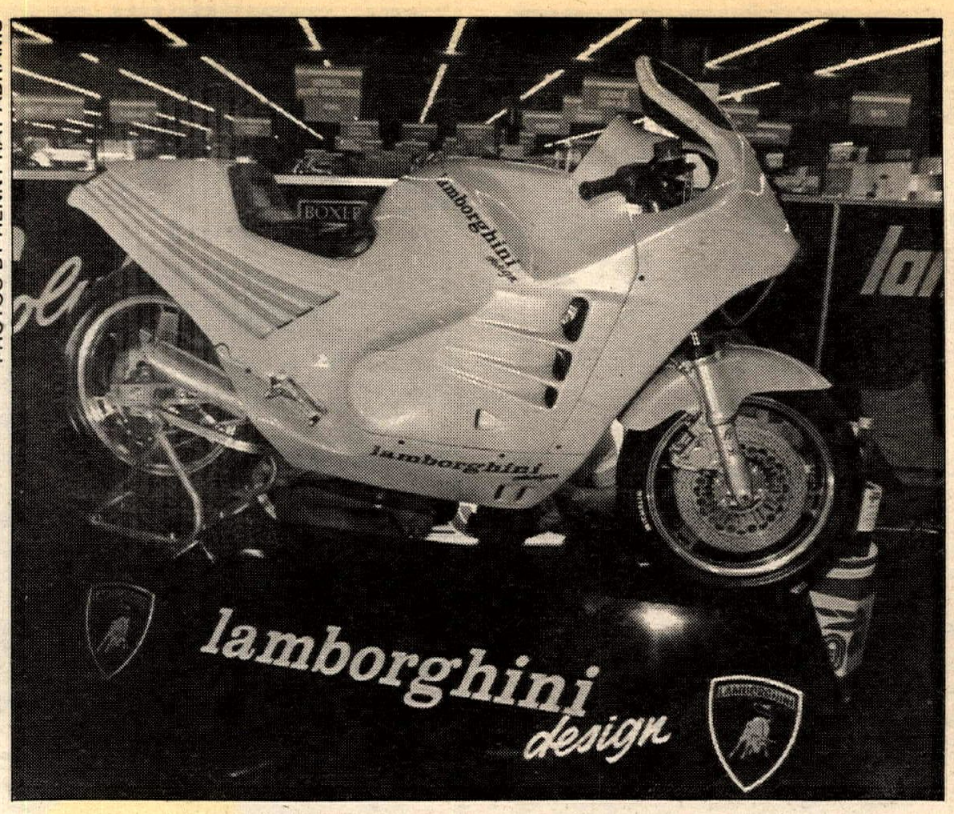
Cincinnati, Ohio's Crane Electronics recently announced that it will back John Bettencourt in Superbike road racing and Malcolme Tunstall in the Battle of The Twins (BoTT) class in 1986 under the banner of Crane Racing.

Cagiva will field a team for the January 1-21 Paris-Dakar Rally. Frenchmen Hubert Auriol and Gilles Picard will team with Italian GianPaolo Marironni on a special Cagiva 750 Elefant for the event.

The Kerker West Coast Superbike Championship awards banquet has been scheduled for December 12 at the Marriott Hotel in Marina Del Rey, California. Points fund money from the Kerker series and the Honda 500cc Interceptor Series, and trophies from the Yamaha RZ350 Cup and Lockhart 600cc Superstreet Series, will be presented at the banquet. Featured guests at the banquet are tentatively scheduled to include Eddie Lawson, Fred Merkel, Wes Cooley and Wayne Rainey. Reservations are $17.50 and should be sent (before December 9) to J&M Promotions, P.O. Box 55578, Riverside, CA 92517.

The Western/Eastern Roadracing Association (WERA) is considering running back-to-back eight-hour endurance road races at Rosamond, California's Willow Springs Raceway as part of the 1986 WERA National Endurance Series. Tentative dates are April 19-20; more information is available from WERA at 803/784-3105. •

PHOTOS BY HENNY RAY ABRAMS



This prototype, Kawasaki-based sports bike is built by the French company Boxer Bike and has enclosed bodywork designed by Lamborghini. The machine was seen at the recent Paris motorcycle show and will be imported into the U.S. by Eurocycle of San Raphael, California in kit form to accept GPz900 Ninja and GPz1000RX Kawasaki engines. The first kit is expected at Eurocycle in December; more information is available from 415/492-1158.

Krauser has introduced a road-going sidecar (seen here at the Paris motorcycle show) based on Rolf Biland's Sidecar Road Racing World Championship-winning LCR outfit. The street Domani is powered by a BMW K100 four-cylinder engine; like the LCR, it has double-arm front suspension with center-hub steering. The front (car) tire is a 195/60-14 with a 205/50-15 rear tire and a 195/60-14 sidecar tire. Rear wheel and sidecar wheel brakes are linked with a pressure equalizer system. Fuel capacity is 6.7 gallons standard with an 11-gallon optional tank; claimed dry weight is 704 pounds. Production is expected to start early next year with first sales in West Germany in May; projected retail price is about $13,000 in Europe. No U.S. importation plans were announced at Paris.

MOTORCYCLE INDUSTRY CHANGES

Hired By Cycle News, Inc., as Assistant Editor of *Cycle News, ATV News,* and *All Terrain Vehicle Industry,* Farren Williams, 31; a former dirt track racer with a degree in journalism from Fresno State University in Fresno, California; formerly Sports Editor of the Oakdale Leader in Oakdale, California.

Promoted By Vetter Products, Inc., of Rantoul, Illinois, to Vice President and General Manager, Chuck Geibel; formerly Director of Operations; employed by the company for 11 years, Geibel has previously held various positions.

Promoted By Valvoline Oil Company of Lexington, Kentucky, to Motorsports Coordinator, Eugene S. Paul; formerly sales representative for the company's Specialty Coatings and Lubricants Division.

Quit After six years, Bell Helmets, Inc. National Motorsport Sales Manager Maria Gohl, to form her own wine company.

Hired By Bell Helmets, Inc. of Norwalk, California, as National Motorsport Sales Manager, Mark Dwyre, 31; Dwyre has 14 years experience in sales and marketing on manufacturing and retail levels.

Promoted By Lancer Leathers of Glendale, Arizona, to Manager, Belinda Neely; formerly a sales representative; Linda Hough continues as General Manager. •

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Taking Husqvarna's latest machine, the 400 Enduro, for a test ride through the woods. Complete test begins on page 6. Photo by Tom Kolnowski.

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voices

Baja 125s

In the November 20 issue of *Cycle News*, the Baja 1000 coverage listed Buckley/Johnson as the only Class 20 (125cc) finishers. Although we had our problems (as did the Lane/Tucker entry) we still finished in the allotted time for a legal finish.

For the record, the correct times were Buckley/Johnson 21:25:58.9, Case/Senn 26:48:14.8, Lane/Tucker 31:37:21.1. That makes three Class 20 finishers.

It is hard enough to compete in the Baja 1000, let alone finish on a 125cc. If we are to have a program at all, we need the recognition for us and the greatest bunch of sponsors anyone could ask for: Yamaha Motor Corp., Beach Yamaha, Dallas Baker, Hallman Racing USA, Smith Goggles and Dunlop Tires. Without their support and East/West M.C. pitters, we couldn't compete.

Congratulations to Buckley and Johnson on their win and Lane and Tucker for hanging in there for third.

KEVIN CASE/KEITH SENN
Fountain Valley, CA

Coliseum

Leaving the Coliseum after the races on Saturday, November 9, I felt both disgusted and cheated.

I felt disgusted by the flagrant contempt O'Mara, Ward and Lechien, (and, by collusion, their racing team managers), had for the race fans who had attended to watch what was supposed to be an international sporting event. I felt cheated by the fact that I had paid of $120 to take my family to see what turned out to be just another display of the self-destruction of American professional motocross racing.

We make our living by serving the needs and interests of motorcycle riders, and we do try hard and try to be professional. You can imagine that it is very frustrating to feel we should promote the interests of such as Honda and Kawasaki when their public behavior is so damaging to the sport. They do need to put more into the sport than just using any means possible to get first in a race. Race fans, as well as those of us in the business, are going to find it hard to react generously to this kind of display.

The best of the few high points of the evening was seeing young Robby Hammond, whom we really enjoy sponsoring, put on, with all the other Pee Wee racers, a great display of effort and fun. In a class that, unfortunately, already has its share of unfair practices, Robby is one of the most sporting and fair riders we have helped. What a pity that these youngsters, who will be our next generation of professionals, just can't get an acknowledgement, even in *Cycle News!* I know their disappointment.

It sometimes seems that you just can't do enough for motocross racing.

RICHARD HAZZARD
Hacienda Heights, CA

Robby Hammond, age seven, won the Pee Wee exhibition race at the Rodil Cup Supercross. The kids drew more cheers than the professionals, probably due to the controversial main event starting system and riders sandbagging in heat races . . . Editor.

Supercross

I have attended supercross events for several years, and they've always been exciting to watch, however, the Cherry Coke World Supercross final at the Los Angeles Coliseum on November 9 was the exception.

Why wasn't the race run as advertised? What happened to Mike "The Promoter" Goodwin's, "Great Inverted Start Concept?" According to prerace advertising, all top 10 Americans were to start in the second row, and all Europeans would start in the front row, but that's not what occurred. What did happen was those American riders who finished third and fourth in the qualifying heats were allowed to start the race in the first row with the Europeans, without a handicap.

I found myself agreeing with the sandbagging that O'Mara, Ward, and Lechien did in the qualifying heats as a protest against this change in procedure. As a result of Goodwin not sticking with the original plan, the fans and riders were greatly upset, his plan bombed, and it didn't provide better racing for the fans. I think Mike Goodwin's talents would be better put to use in the area of wrestling!

VALERIE MEYERS
Huntington Beach, CA

Barstow-to-Vegas

Barstow-to-Vegas 1985 entries are still open for those who have a multipurpose, street-legal bike and who want to make the run. No pre-entry is necessary. Just show up at Barnes Yamaha, 1881 W. Main St., Barstow, California, 7:00 to 10:00 a.m. on November 30, the Saturday after Thanksgiving. Post enter for $18 (includes buffet dinner in Las Vegas), pick up our map and instruction packet, and you are on your way.

The multi-purpose bike ride parallels the dirt bike race course, is about 250 miles long, and has service station gas stops 50 to 65 miles apart.

This is an opportunity to tour the Mojave National Scenic Area on a route designed to please almost everyone. The Phantom Duck of the Desert highly endorses this ride as suitable for novice and beginner riders and experts as well. You will travel routes similar to those used in the 1975 to 1982 protest trail rides against the BLM's ban on a full-blown Barstow-to-Vegas desert race.

Out-of-state riders not familiar with the desert will be paired up with local, desert-wise riders whenever possible for safety reasons. This is a once-in-a-lifetime opportunity, so let's get it on and I will see all of you in Las Vegas at the Awards Ceremony. For more information, call Jim Pilon, 818/353-5409.

LOUIS McKEY
Phantom Duck of the Desert
Fontana, CA

Scott Head

Now that the end has come to a very successful season of competition I would like to take a few lines to thank those individuals who have helped make the 1984 and 1985 seasons the most rewarding of my career.

I would like to thank my mother and father. Their support and interest has always been the key to my success. I would like to thank Cosmopolitan Motors for their support and for their commitment to Observed Trials. A special thanks goes to Ron and Lana Commo, whose teamwork and camaraderie gives race day an atmosphere of relative tranquility. I would like to thank Norm Saylor, whose analytical wizardry, sports philosophy and fundamental approach to building trials skills I consider an essential contribution in reaching my current plateau. Thanks to Len Weed and Earnie Marononi for their training input. To my sponsors — Beta, PJ1, Sidi, Ellgren and Works Performance — thank you all.

In any sport there are individuals who contribute more than their share. In the sport of observed trials two such individuals immediately come to mind. The first is Dr. Wiltz Wagner. Without his guidance and influence Trials would soon be a ship adrift. The second is Marilyn Wicker, who almost singlehandedly has raised enough funds to field an American team at the first two Trial des Nations. Their contributions need to be acknowledged by all.

SCOTT HEAD
U.S. Observed Trials Champion
Placerville, CA

(Continued to page 17)

THESE GUYS KNOCKED THE BAJA COLD, WHILE THEIR OIL BEAT THE HEAT.

Inside a two-stroke engine, running flat out for nearly 1000 miles in the blazing desert sun, you've got some serious heat.

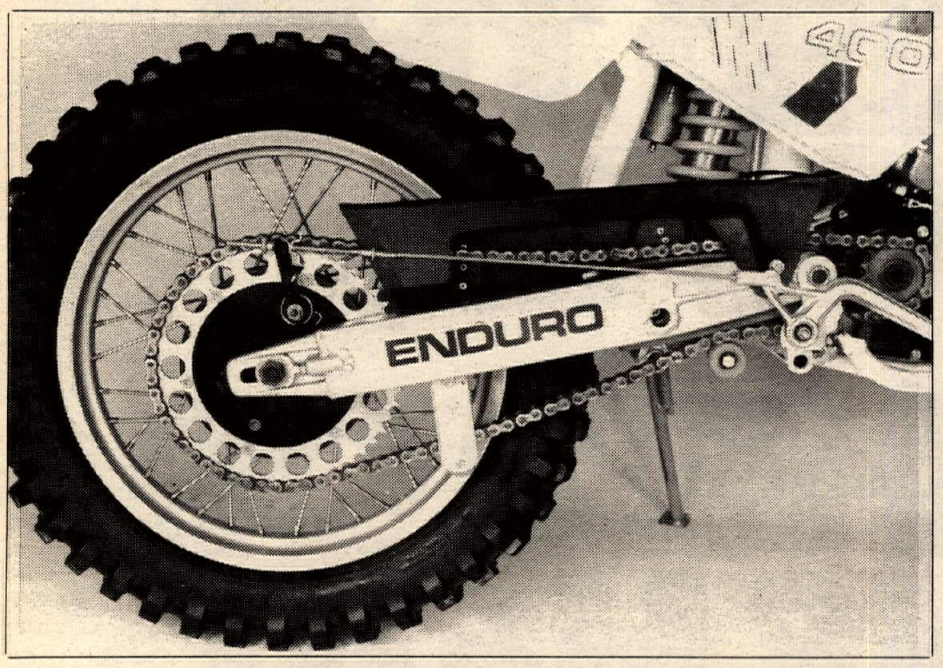
The two-stroke oil that had the endurance and reliability to take it? Pro-Honda.™

Why protect *your* two-stroke engine with anything less? You can buy the oil that cooled Baja right off the shelf, but only at your Honda dealer.

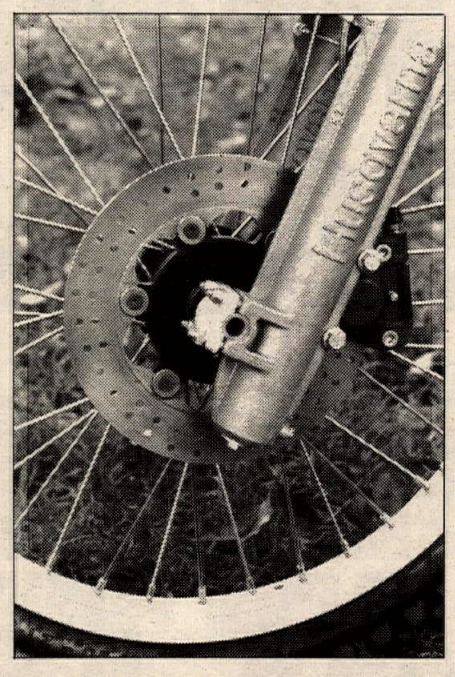
PRO HONDA
OILS AND CHEMICALS

ALWAYS WEAR A HELMET AND EYE PROTECTION. Pro-Honda oils and chemicals are the official oils and chemicals of Team Honda. Pro-Honda is a Honda trademark. © 1985 American Honda Motor Co., Inc. (12/85).

Husqvarna's 1986 400 Enduro weighs in at 235 pounds dry and has an engine that puts out just-right power.



Improvements on the rear end include a lighter swingarm, a switch to a tongue-and-groove brake retention system and a new backing plate.



The 9.1-inch Grimeca disc is drilled and floats on its six mounts.

Impression: 1986 Husqvarna 400 Enduro

Renamed, rewrapped & refined check-mate

By Tom Kolnowski

"They've got them so close," said former National Enduro Champion Mike Melton as he rolled the 1986 Husqvarna 400 Enduro out of the van and down the ramp, "that all you have to do to 'em before riding a National is put on rim locks and a better spark plug cap. That's all they need. It used to take a lot more work to get a bike ready for competition."

An indication that the latest Husky is indeed more enduro-ready is apparent in its new name: 400 Enduro. Gone is the old WR (wide ratio) designation, and with it the other "alphabet soup" letter combinations (WRX, CR, XC, TE, etc.) that have long been a part of Husky dialogue. The new names, such as 400 Enduro, 500 Motocross and 250 Cross Country, more closely identify the bikes with their intended roles.

In the case of the 400 Enduro, the first '86 Husky we've had a chance to sample, we'd have to agree with Melton. The out-of-the-crate bike *is* an exercise in competition preparedness, but the beauty of the bike goes much beyond that. It changes our perception of so-called Open-class bikes, known for their excessive power and "you'd better be careful" personalities. The 400 Enduro can be considered a coup in that it is powerful yet completely manageable, has the light weight of a 250cc bike and the nimble handling to match, and a degree of refinement second to none.

Where did Husky turn to come up with such a package? For starters, they put the old WR dual-shock chassis out to pasture and began to build the new 400 Enduro around the single-shock, mid-year '85 400WRX (the '86 Enduro line serves as a replacement for the WRX as well as WR models). The 4130 chrome-moly WRX frame with a removable rear sub-frame was carried over intact to the Enduro, but other than that, nearly all areas of the bike have been refined.

The blue and white safety seat is well padded and now has a white Husky logo stamped on both sides, and while they were at it, a laminated Husky logo was attached to the front fender. The deeply valanced rear fender is graced with a more angular taillight than the simple round unit of the WRX, and the 3.2-gallon fuel tank is another carry-over.

In a purely functional move, the right side panel has been cut away at the frame to form an ideal handle for picking the bike up or muscling it out of the mud. The rear inner fender, previously attached with zip ties, now has integral molded grooves at the top and just snaps in place — quickly and securely.

What is probably one of the best all-around off-road motors ever to come down the trail lives in the frame of the Enduro. While basically the same liquid-cooled, center-port-exhaust, primary-kick, reed-valved engine as that of the WRX model, with the same 396cc displacement and six-speed gearbox, it has several minor improvements to make the enduro pilot's life even easier. Machining tolerances at the Swedish factory have been tightened up, especially in the area of the center cases, and the result is a motor that runs better than ever and moreover, puts out less body-pounding vibration.

A redesigned clutch pushrod and actuating arm give the Enduro a pleasingly light clutch pull — nice to have in the latter sections of a tough enduro.

The exhaust system has been modified to produce more low-end power, has stronger mounts and has been tipped with a new oval aluminum silencer (replacing the heavy steel unit of the WRX). The bolt-on Husky Products/Krizman spark arrestor makes the bike forest legal and has an easily removable end cap for quick cleaning.

A 38mm Mikuni carb breathes through the same large, flat oval filter as the WRX, but the airbox cover now attaches with two 6mm bolts — one fore and aft — instead of simply snapping on as before.

Suspension at both ends has been reworked, with the front end the most changed. The most obvious difference is the unpainted (instead of white) fork legs, but the internals have been redesigned from top to bottom. The new fork is what Husky calls Free-Flow, which is engineered for less slip-stick (drag effect or hydraulic lock) and overall improved performance. A new guidance system with Teflon-like bushings as well as new damper rods, seals and stiffer springs are among the changes in the 40mm unit, and fork tube overlap has been increased to make the assembly more rigid. Travel is 11.2 inches compared to the 10.6 of the WR and 11.8 of the WRX.

At 13.0 inches, the rear end offers the same travel of the WRX and 1.2 inches more than the 400WR. Refinement is the key word here, as the aluminum swingarm has been lightened by eliminating the forward brace (computer analysis found the brace unnecessary), while dual zerk fittings are found on the shock linkage, reducing maintenance to a quick 30-

second job.

The Ohlins shock with piggyback reservoir has new internal valving (which was arrived at after extensive testing, largely by U.S. riders) and a stiffer spring, with compression and rebound damping externally adjustable via their respective click-stop knobs.

The 400 is the first Husky enduro bike imported to the U.S. with a front disc brake, a replacement for the capable dual-leading-shoe brake used for the past several years. A 9.1-inch drilled floating disc is found on the Grimeca unit, which was first installed on the 1985 CR and XC models. While the brake itself is identical to the one used in '85, more precise boring of the caliper attachment holes results in overall better performance. A handlebar-mounted reservoir is compact and has a sight glass and an easily-accessible lever free-play adjuster screw. The braided hose is encased in a tough, nylon guard.

The cable-operated rear brake moves closer and closer to true quick-change status each year. In the latest version, the torque arm has been eliminated and replaced with a clean tongued backing plate and grooved swingarm set-up. The lever pivot is more forward (and safer), and improved backing plate/drum tolerances result in a tighter seal and dryer brakes. A grab handle on the left end of the axle upholds the quick-change theme.

The O-ring chain is kept on the straight and narrow by a new forward chain roller (which spins on a roller bearing) and a stronger rear guide. One nice touch is a switch to recessed allen-head sprocket bolts in lieu of cap screws.

Trelleborg tires have long been standard Husky enduro fare, but the Enduro breaks from tradition in that it's fitted with new edition Metzelers. The front is shod with a metric-sized 90/90-21 MXR, with the rear a 4.50-18 Multi-Cross — an impeccable duo for woods work on a variety of surfaces. Rims are gold-anodized alloy Nordisks with rim pins, and, as Melton points out, lack the needed rim locks.

Husky has *finally* crept out of the dark ages and installed genuine serrated steel footpegs (the former pressed steel units were slippery on their best days), which also feature stiffer springs. Other nice touches include a lighter knurled folding shifter (which lacks the prone-to-loss rubber cover); a Nippondenso speedometer/odometer which works well (and has a high-ratio reset button for quicker adjustments at corners); new, stronger sidestand mounting; and an alloy brake pedal with ball-bearing pivot.

How well does the package work? Just ask the tester that took his first spin on the 400 and came back with an ear-to-ear grin: "I was extremely impressed with the smooth delivery of power, and was amazed at how quickly I felt comfortable on the bike. The seating position was excellent, and I'm impressed with the level of refinement compared to the dual-shock Huskys. The bike felt light, more like a 250." This from a confirmed lover of small-bore bikes.

Owners of the dual-shock 400WR will immediately notice a reduction in weight and bulk — the Enduro weighs seven pounds less (235 versus 242) and the bike has a much slimmer profile thanks to the single-shock chassis. And while the Enduro and WR have the same seat height, a tall 37.8 inches, the Enduro's suspension is both longer and much more effective. As a bonus, acclimating to the new chassis is an extremely quick and painless process.

If you've come to expect turbo-like power when you crack the throttle on an Open-class bike, be prepared for a change when you board the Enduro. Oh, there's plenty of power there, but it's ever so manageable and easily metered, and that's a key ingredient for an enduro bike when you consider the typical tight woods section with its closely-spaced trees, logs and slippery rocks. When you *do* need that extra burst of power, say, to loft the front end, the Enduro will deliver it safely. We never felt a need for more power; those who are so inclined should look to a bike with a full 500cc.

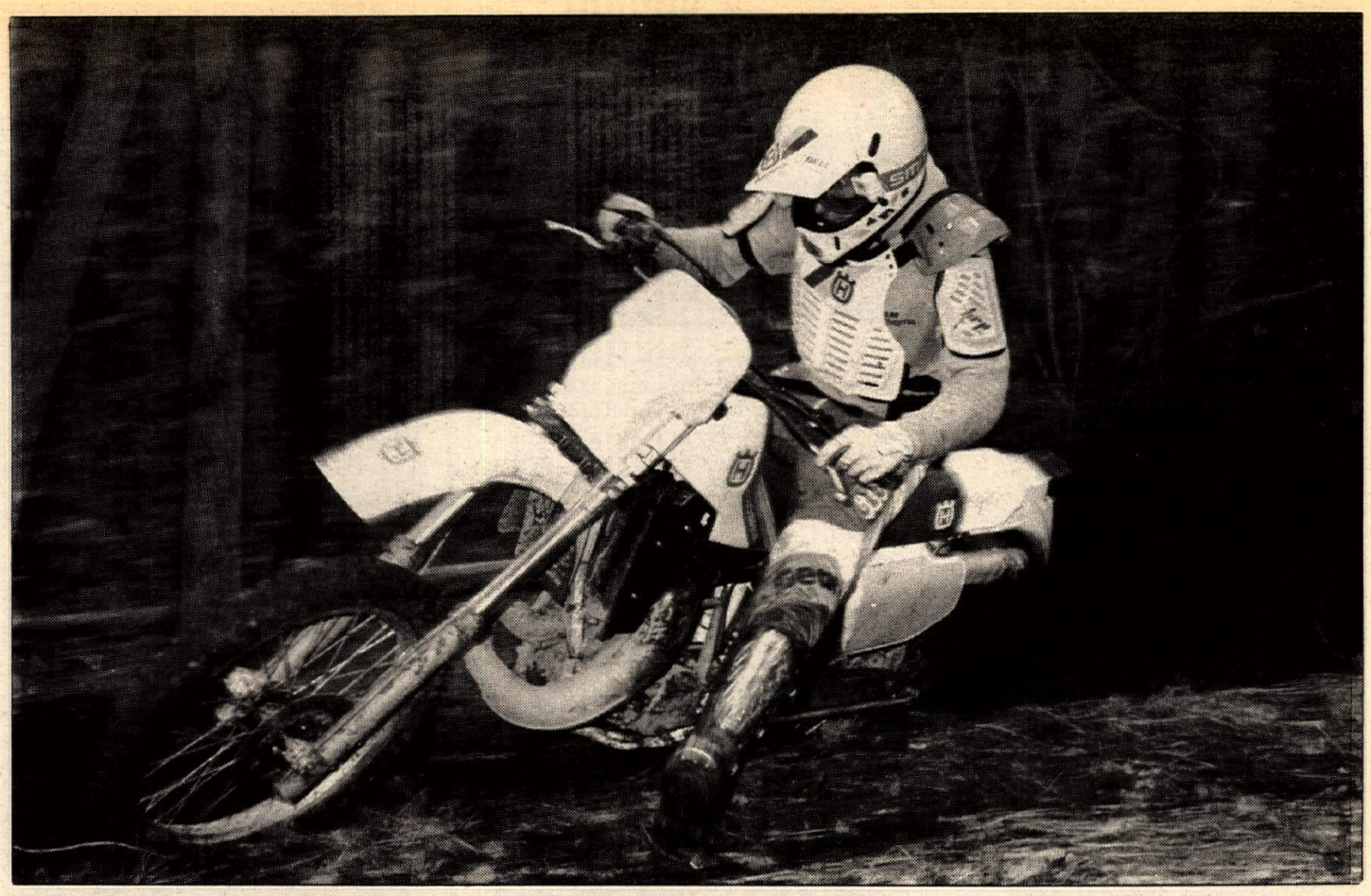
Starting was usually a two- or three-kick affair when cold, but now and then the 400 likes to kick back, so don't try it with running shoes on. Once warm, a single prod was usually all it took.

Stopping was a breeze, and the front disc worked quite well, though not much better than the previous double-leading-shoe set-up. Expect the disc to really come into its own in the wet. And while we've come to expect chatter from non-floating rear drums, the 400's was completely silent and had good feel.

The frame geometry and suspension are ideal for woods work. Given a trail which requires continuous direction changes, the 400 responds with surgical precision, cutting a sure-footed line from tree to tree or berm to berm with only minimal inputs by the rider. The 400 loves to be steered with the rear end — just gas it and square off — yet will pivot just as surely by turning the bars and shifting your weight to the inside.

Husky's new fork appears to be right on the money, and works well right out of the crate with no break-in period required, with the rear end equally effective. While we never got a chance to wring it out in a section of whoops, the bike handled the usual trail bumps, fallen trees and ruts with ease. The result of the suspension changes is a totally balanced feel and an improvement over the WRX.

Finding legitimate gripes with the Enduro is difficult. The grips have a nice shape but are much too hard; getting the spark plug out can be a trying experience due to the closeness of the tank's right lobe; and trying to take a dab in an off-camber situation, due to the high seat height, can spell disaster.



The 400 Enduro is at home blasting through a loamy berm or weaving its way between closely spaced trees.

Among the enduro niceties are an easily-resettable odometer/speedometer, folding alloy shifter, serrated footpegs and an oval aluminum silencer.

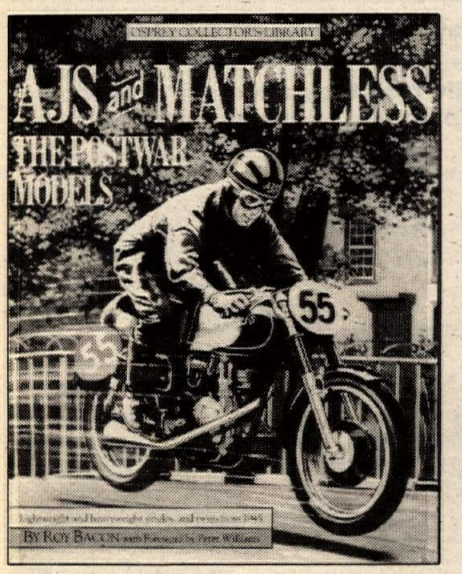
But the blemishes on the 400 Enduro are few and far between — once you get over the high price tag: $3295. It has an uncanny woods sense about it, something it inherited from its predecessors — the 400WR and 400WRX — that goes a long way toward making it a top choice for the serious enduro rider as well as the guy who just wants to have fun. And to top it all off, the 400 Enduro is more enduro-ready than any previous Husky. There's a lot in a name after all. •

1986 Husqvarna 400 Enduro

Engine type	Water-cooled, reed-valve, two-stroke single
Bore x stroke	82.5x74.0mm
Displacement	395.6cc
Compression ratio	N/A
Carburetion	38mm Mikuni
Starting system	Primary kick
Ignition	External rotor Motoplat CDI
Lubrication	Premix
Final drive	#520 O-ring chain
Gear ratios	
Primary	76/33; 2.303:1
Final	52/15; 3.467:1
6th	20/27; 0.741:1
5th	22/25; 0.880:1
4th	24/23; 1.043:1
3rd	26/19; 1.368:1
2nd	29/16; 1.812:1
1st	34/13; 2.615:1
Frame	Single downtube, split engine cradle
Rake	27°
Trail	4.72 in.
Front suspension	Husqvarna telescopic fork
Fork tube diameter	40mm
Front wheel travel	11.2 in.
Rear suspension	Single-shock, aluminum swingarm
Rear wheel travel	13.0 in.
Front brake	9.1-in. Grimeca disc
Rear brake	6.3-in. drum
Front tire	90/90-21 Metzeler MXR
Rear tire	4.50-18 Metzeler Multi-Cross
Claimed dry weight	235 lbs.
Overall length	86.6 in.
Overall height	51.9 in.
Wheelbase	59.0 in.
Fuel capacity	3.2 gal.
Ground clearance	14.4 in.
Seat height	37.8 in.
Color	White
Suggested retail price	$3295

new products

The Lazer MX2 is a lightweight street/off-road helmet with a wide eye port which accommodates a face shield or off-road goggles. The shell is made from Ronfalin TX-60 and features a chin bar which is fully ventilated and a upper cowling with extra structural protection. The helmet is available in red, black, white yellow, green and blue at your Lazer dealer.

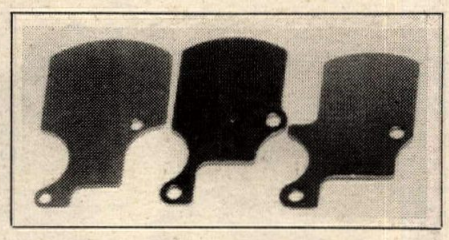


From the Osprey Collector's Library comes the book AJS and Matchless -The Postwar Models, which is a development and production history of the two marques from 1945 on. To order your copy, send $19.95 plus $1 shipping to Motorsport, Dept. CN, RR 1, Box 200D, Jonesburg, MO 63351.

The K525 Qualifier from Dunlop is a V-rated, 150/90V-15 rear tire with bold raised white letters which is designed for the Yamaha V-Max. For more information, see your dealer or contact Dunlop Motorcycle Tires, Dept. CN, P.O. Box 1109, Buffalo, NY 14240-1109.

The 1985 Motocross des Nations Jersey from JT is the same as the one worn by David Bailey and Ron Lechien in West Germany and has a diagonal design with red, white and blue lettering. The jersey is available in 100% cotton ($17.95), vented ($21.95) and a T-shirt version ($10.35). Look for them at your dealer or contact JT Racing USA, Dept. CN, 515 Otay Valley Rd., Chula Vista, CA 92011, 619/421-2660.

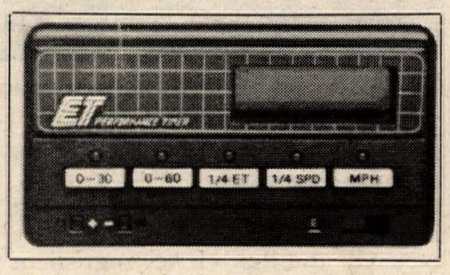
This upper chain guide bracket from Husky Products fits all single-shock Huskys and is designed to eliminate upper chain "slap" and derailment. The unit sells for $27.50 at your Husky dealer.



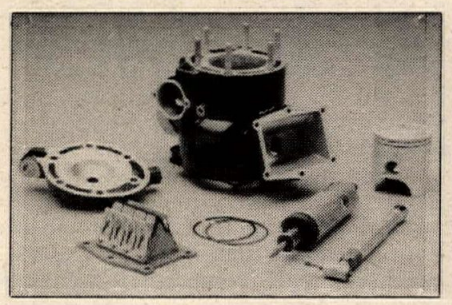
Revco Mud Guards fit over the spark plug cavity in many off-road four-strokes and prevent the area from filling with mud and other debris. Made from red anodized aluminum, they bolt over the exhaust flanges using existing fasteners. See your dealer or contact Revco, Inc., Dept. CN, 1453 Virginia St., Building L, Baldwin Park, CA 91706. 818/337-1595.

AXO's riding jerseys feature their "sweat control" collars and cuffs, which are claimed to absorb perspiration and reduce chafing. They are available in a soft interlock weave material or vented cotton mesh and have longer tails and pre-shaped elbow pads. They sell for $23.50 at your dealer or contact AXO Sport America, Dept. CN, 25702 Rye Canyon Rd., Suite E, Valencia, CA 91355, 800/222-4296 or 805/257-0474.

Spectro Drag Oil, a member of their Special Performance Lubricants line, comes in a SAE 20 weight and is formulated specifically for drag racing applications. The oil is available in one-quart plastic bottles at your dealer or have him contact Intercontinental Lubricants Corp., Dept. CN, P.O. Box 208, Brookfield, CT 06804.



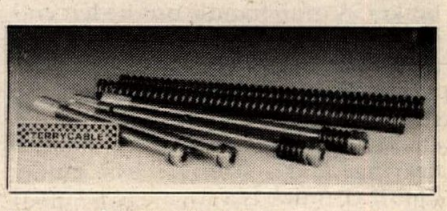
The ET Performance Timer attaches to the motorcycle's handlebars and gives zero-to-30 and zero-to-60 mph times as well as quarter-mile elapsed times and speeds at the touch of a button. The digital timer sells for $129.95 fom RB Racing, Dept. CN, 9065 Washington Blvd., Culver City, CA 90230, 213/838-6464.



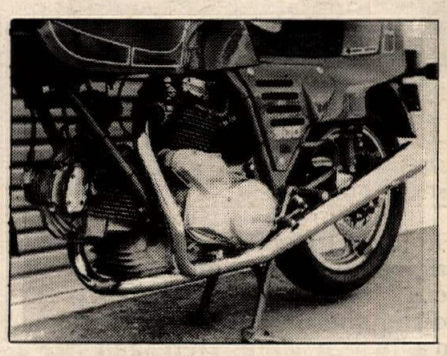
Answer's Action OZ department, headed by Dave Osterman, offers a wide range of services and components, ranging from cylinder porting and suspension tuning to exhaust pipes and brake pads. For more info, contact Dave Osterman, Answer Products, Dept. CN, 9748 Cozycroft, Unit D, Chatsworth, CA 91311, 818/341-1797.

The Scott USA 89R Goggles and Venturi Face Mask are available exclusively from Malcolm Smith dealers in a bright red-orange day glow color with a contrasting royal blue strap. See your dealer or have him contact Malcolm Smith Products, Dept. CN, 850 Marlborough, Riverside, CA 92507, 800/854-4742 or 714/686-1006.

This $225 leather riding shirt from Langlitz is custom-made and available in black or brown. It features a laced front, wind flap, sleeve zippers, two open breast pockets and a cloth lining. For ordering information, contact Langlitz Leathers, Dept. CN, 2443 S.E. Division, Portland, OR 97202.



Terrycable has fork kits for most off-road bikes available in three different configurations: damping rods only; damping rods with negative springs; and damping rods with new main springs. For specific application information see your dealer or contact Terrycable, Dept. CN, 17376 Eucalyptus St., Hesperia, CA 92345, 800/854-4691 or 619/244-9351.

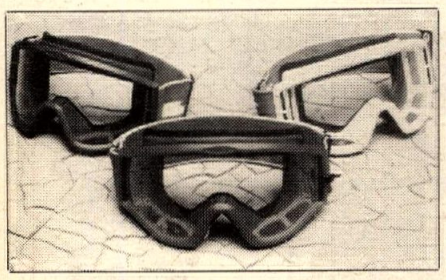


Ducati America has a two-into-one exhaust system for all 860 to 1000cc Ducati twins which are claimed to offer an eight-pound weight reduction over stock. The $325 system also gives increased ground clearance and has removable baffles. See your Ducati dealer or contact Ducati America Corp., Dept. CN, 14382 Hoover St., Suite A-15, Westminster, CA 92683, 714/898-1211.

Husqvarna's two-color swingarm decals for all single-shock Huskys cover and protect both the tops and sides of the swingarm. The decals sell for $7.21 per pair at your Husky dealer.

Answer's Pro-Tection Racing Gear line includes jerseys ($18.95 and up), pants ($69.95 and up), gloves (19.95 and up) and Gaerne boots ($139.95 and up). All gear is available in youth and adult sizes, and comes in factory team graphics/colors. From your dealer or contact Answer Products, Inc., Dept. CN, 27967 Beale Ct., Valencia, CA 91355, 805/257-4411.

The ICO Performance Products Enduro Odometer calibrates to any wheel size and features automatic reset capability, speedometer readout, switchable English or metric display and a claimed accuracy of five feet per mile. The unit, including mounting brackets and hardware to fit most bikes, sells for $159.95 from ICO/ Performance Products, Dept. CN, P.O. Box 1294, Bayou Lacombe, LA 70445, 504/882-3107.

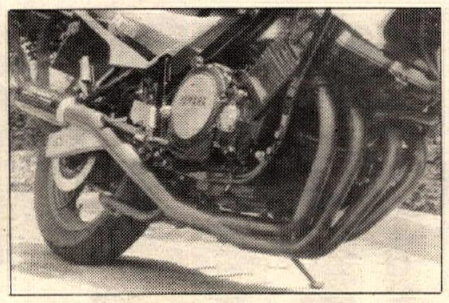


The GSX-1 goggle system from JT has special foam padding, increased peripheral vision, the Reten-Pin post positioning system for tear-offs and an adjustable strap. The goggles sell for $21.95 at your dealer or contact JT Racing USA, Dept. CN, 515 Otay Valley Rd., Chula Vista, CA 92011, 619/421-2660.

PJ1 Drive Shaft Gear Oils are specifically formulated for drive shafts and come in either SAE 90 (for all temperatures and climates) or SAE 85W-140 (for use in warmer temperatures and on longer rides) versions. At your dealer or have him contact PJ1 Corp., Dept. CN, 7345 Topanga Canyon Blvd., Canoga Park, CA 91303, 818/887-6704.

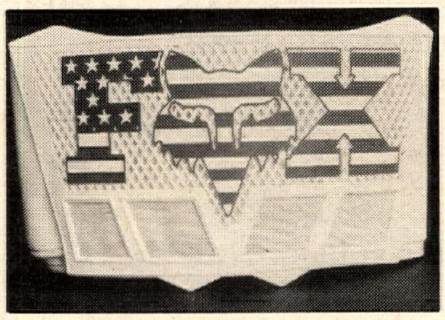
The Airshot is a compact, portable air compressor powered by a rechargeable battery which can deliver a maximum of 150 psi. The unit, which weighs 7.5 pounds, can fill the average motorcycle tire in under three minutes. For more information, contact Airshot, Inc., Dept. CN, 2963 E. Howell Dr., Lawrenceville, GA 30245, 404/923-5835.

Klotz Nitro Power Additive is blended for mixing with gasoline or alcohol and contains Koolinal, a cooling and blending agent claimed to reduce heat build-up and pre-ignition. Available in 16-ounce cans at your dealer or have him contact Klotz Special Formula Products, Inc., Dept. CN, P.O. Box 11343, Ft. Wayne, IN 46857, 219/749-0489.

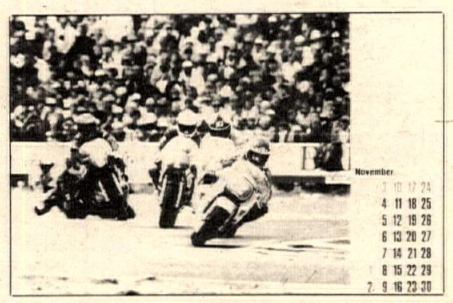


The Pro-Series Racer Replica four-into-one exhaust system for the Yamaha FZ750 sells for $230 from Yoshimura and comes with a choice of baffles: quiet street, standard street or low-restriction racing. You also have a choice of an aluminum or high-gloss black canister finish. See your dealer or contact Yoshimura Research and Development of America, Dept. CN, 4555 Carter Ct., Chino, CA 91710, 714/628-4722.

DG has an exhaust system for the 1985 Honda CR125 as well as most other Japanese motocrossers made from 1980 through '85. The pipes are made from stamped, hydro-formed steel and are priced from $89.95 to $124.95. See your dealer or contact DG Performance Specialties, Dept. CN, 1230 La Loma Cir., Anaheim, CA 92806, 800/854-9134 or 714/ 630-5471.



Made from injection-molded polyurethane, the Fox Flag Race Belt has a double-flap closure system and is available in a red-on-white or white-on-red color scheme. Find the $29.50 item at your dealer or contact Fox Racing U.S.A., Dept. CN, 520 McGlincy Ln., Campbell, CA 95008, 408/371-1221.



Concepts International has 1986 Grand Prix Road Racing calendars available for $13.50 which measure 11.5 by 16.5 inches and feature full color photos taken at the GPs of 1985. To order your copy, contact Concepts International, Dept. CN, 12611 Research Blvd., Suite 311, Austin, TX 78759.

Thunderwear's T-616 Cold Weather Gloves feature cowhide construction, Thermolite linings, elasticized rain covers and reinforced thumb areas. See your dealer or have him contact Thunderwear, Inc., Dept. CN, 31736 "A" Rancho Viejo Rd., San Juan Capistrano, CA 92675, 714/240-0111.

TEN YEARS AGO

John Long was named rider of the meet after capturing the 350 and 750cc events in the Guyana Grand Prix road race. Long headed an American contingent that included **Ron Maas, Richard Chambers, Wil Harding** and **Gerald Whitehouse.**

In what was regarded by the Japanese as the second most important event to Daytona, **Hiroyuki Kawasaki** took his Yamaha TZ750 to a win in the Indonisian Grand Prix before 120,000 people; the two day race also saw the debut of the Suzuki RG500 four-cylinder Grand Prix machine.

A.C. Bakken rode his 360 Husqvarna to the win in the motorcycle portion of the Baja de Saddleback off-road race; Bakken was beaten in the overall standings by a single-seat dune buggy.

An interview with supercross promoter **Mike Goodwin** produced the following thoughts on the future of motocross. "It's a tragic situation," Goodwin said. "Because everyone forgets that we're doing nothing more than entertaining people. Now, if we want motocross to stay small and a pure sport, we can stay out in the hills, right? With chemical toilets, and hot beer, and cold hot dogs, and PA Systems that you can't hear. But nobody's going to go out to it. Attendances at major AMA motocrosses since 1971 have declined. Saddleback Trans-AMA draws 8400 people for what is supposed to be the biggest race except for the Grand Prix. The only way to judge success is the number of people that go, It's the market place syndrome: supply and demand."

Bob Hannah took full advantage of his new Yamaha ride in winning both the 125 and 250cc classes at the CMC motocross at Carlsbad Raceway in Carlsbad, California. Hannah nipped **Danny LaPorte** at the finish line in the first 125cc moto and had no problems winning the second. In the 250cc class, Hannah defeated **Bob Elliot** in the first moto and **Jeff Jennings** in the second.

Bultaco-mounted **John Gennai** showed up at the San Jose Indoor and easily defeated the D-36's top San Jose rider **Rick DeLacy** on the concrete oval. **Jimmy Filice** took the win in the 100cc Expert while **Fred Merkel** took the 80cc Expert honors.

This year, every manufac motocrossers. A rule that wil

For the last three years, factory motocross teams have been divided into two distinct camps.

Those that race $100,000 one-of-a-kind works bikes. And those that race $2,000 stock bikes.

Which, of course, seems like an unfair advantage. Until you consider this:

In 1984, Rick Johnson won the 250cc title aboard a stock YZ.

In 1985, Broc Glover won the 500cc class aboard a stock YZ. And, in both years, stock YZ's were responsible for more than their fair share of supercross victories.

All of which the competition undoubtedly saw as an unfair advantage. And so did the American Motorcycle Association. They stepped in and changed the rules. Now everyone will have to race stock bikes. Which either means we're three years ahead or they're three years behind.

The same difference as far as you're concerned.

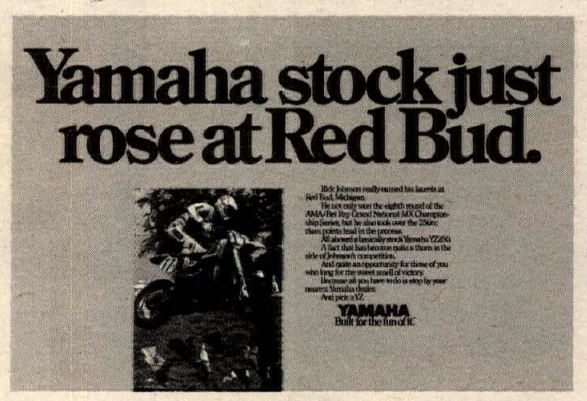
Of course, it would be a lot easier for them to catch up if we were standing still. But we're not.

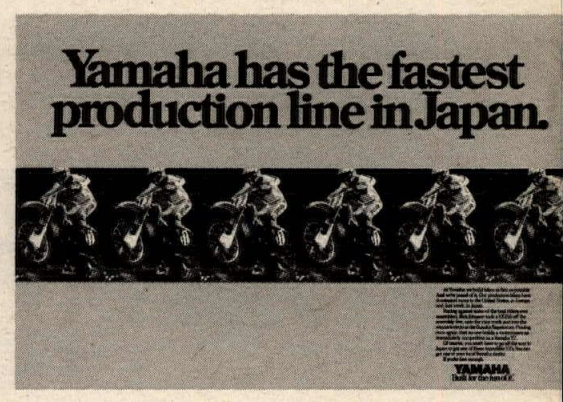
In the case of this year's YZ125, we've made a lot of changes. Not just superficial, cosmetic changes, but the dramatic kind. Like giving it a new engine that's more powerful than ever before. An engine incorporating a unique reed valve induction that delivers the mixture directly into the crankcase, instead of the cylinder.

We've given it a 34mm flat-slide carburetor that dramatically improves throttle response.

And we've given it an ingenious cooling system that circulates coolant not only throughout the cylinder, but also throughout the crankcase. The charge stays cooler and denser. Translation: more horsepower.

There is, however, more to building a high-horsepower motocrosser than simply building in a lot of horsepower. You have to be able to get the horsepower to the ground.

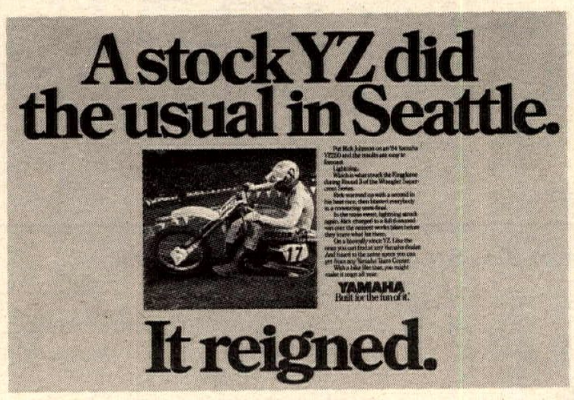


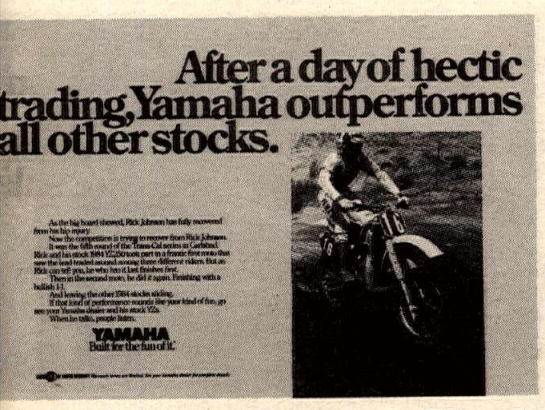


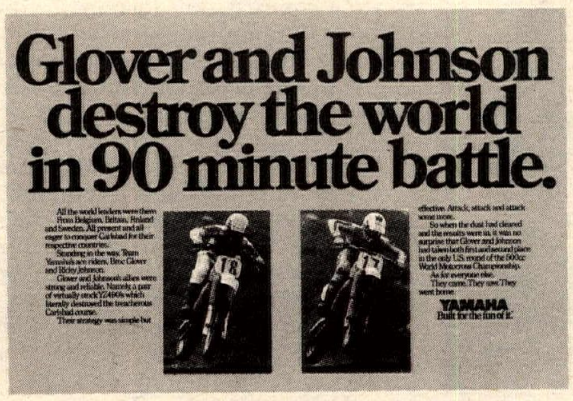
30-day warranty. Warranty terms are limited. See your Yamaha dealer for details. Specifications are subject to change without notice. Always wear a helmet and eye protection. Designed for off-road, operator use only.

urer will have to race stock affect some more than others.

Which is why this year's YZ125 comes with a totally new frame with improved geometry.







A new Ohlins-type Yamaha shock absorber with a piggyback reservoir for more accurate damping. A Brake Actuated Suspension System. Forty-three millimeter front forks with special stiction-reducing Alumite coatings. And a "vertical" gas tank that concentrates fuel at the center of the tank. (As fuel level goes down, handling ability doesn't.)

Much of the thinking behind our new YZ250 and YZ490 is just as innovative. Which is not surprising. We stole it from our YZ125.

Their frames, for example, have benefited from the same improved geometry, the same reinforced swing-arm pivot, and the same shock absorber.

On the YZ250 we've also redesigned the cylinder head and piston for more power. And on our YZ490 we've added a close-ratio 5-speed transmission.

All of the modifications, however, weren't reserved for our larger motocrossers. The YZ80 has a few of its own.

Including a new cylinder head, strengthened clutch and new double-core radiator. Along with a 170mm front disc brake with twin-piston floating caliper—just like our bigger YZ's.

Only smaller.

There's one more thing to consider. When you buy a 1986 Yamaha, our Wrench Reports will keep you up-to-date on everything from how to set up your suspension to what tire pressure Broc Glover is using.

The faster you read, the faster you ride. And the faster you ride, the more you'll appreciate our new YZ's. Bikes that are not only fast enough to win titles.

They're fast enough to change rules.

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Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect fellow riders and the environment. For further information regarding the MSF rider course please call 1-800-447-4700.

United States

Consumer Product Safety Commission

Oct 29

"Smitty" (see p. 4 attached)

This is pure "bull".
As I mentioned to you at the L.A. hearing, I think your cartoons are exceedingly clever and witty. I enjoyed them, as did my wife. But what was said at the NMRA mtg. purely by way of jest in my introductory comments -- and taken humorously by everyone else in the room -- was woefully distorted as a "complaint" by the Cycle News reporter. Typical of the publications "objectivity."

Keep me apprised of your promising career.

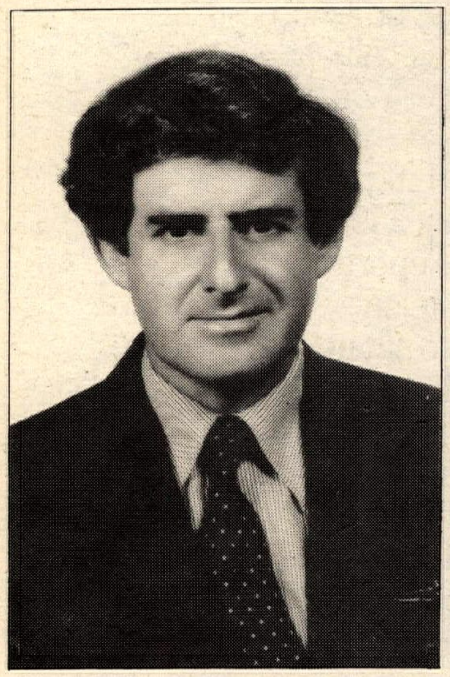
Best regards,

Stuart

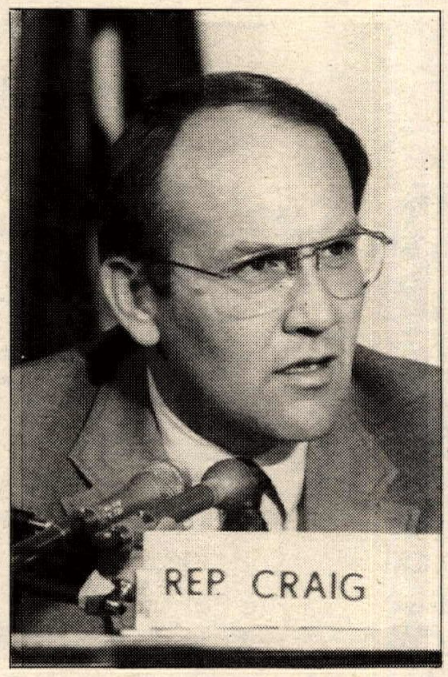
United States

Consumer Product Safety Commission

Stuart M. "Ban 'em" Statler sent this note to Team Smitty creator Jim Smith, lauding his cartoons.



Stuart "Ban 'em" Statler



Congressman Larry Craig

Craig says ATV probe compromised:

Congressman wants Statler investigated

WASHINGTON, D.C., NOV. 6

A member of the Federal commission investigating the safety of all-terrain vehicles (ATVs) may have violated the law and compromised the probe, according to U.S. Congressman Larry Craig (R-ID).

Craig made the accusation about Consumer Product Safety Commission (CPSC) member Stuart Statler in a letter to U.S. Attorney General Edwin Meese in which Craig called for a Justice Department investigation of the matter.

"I believe Mr. Statler's actions and public comments, such as his call for a ban and recall of ATVs . . . leave no doubt that he has prejudged the issue and consequently is unable to make a fair decision," Craig told Meese.

In a separate statement, Craig said the issue is one of fairness and due process. "It may be," he said, "that ATVs will be found to be unsafe and that regulatory action is needed. It is as likely that they will be found to be safe when properly used.

"But either way, it is a violation of the Commission's responsibilities to both the manufacturer and the consumer to wage war on a product in the media before the judgements are made."

Craig noted in his letter to Meese that the CPSC's investigation is not set to conclude until September of next year. "Unfortunately," he said, "my preliminary investigation . . . indicates that (Statler), who should ultimately judge this issue, has seriously breached his duty of impartiality and fairness and, in the process, may have violated Federal law."

Craig noted that Statler had often spoken out against ATVs and made claims about their safety, despite the fact that the CPSC as a body has not yet heard all the evidence and is not scheduled to make any decisions for almost a year.

"In order to safeguard any possible regulatory actions taken by the CPSC in a court of law, I request the Department of Justice investigate Commissioner Statler's apparent disregard of Federal statutes," Craig's letter said.

Craig also noted that Statler had, several times, issued "fact sheets" and other materials on CPSC letterhead. The contents of those documents had not been reviewed by the Commission for verification of their accuracy, as required by Federal regulation.

Craig, ranking Republican on the House Committee which has oversight responsibility for the CPSC, has taken Statler to task before for the Commissioner's "rash and unproven" charges that ATVs are inherently unsafe.

"The safety of ATVs is the topic of a thorough investigation," Craig said. "Mr. Statler is charged by law, as one of those who will judge the results, to wait until all the evidence is in before making his decision. Instead, he has convicted ATVs in advance in public. He has initiated a massive publicity campaign, spreading unproven 'facts' in public statements and in mailings to more than 500 national media outlets.

"In doing so he has put the legal credibility of the CPSC investigation at serious risk," Craig said. "Should ATVs ultimately be judged unsafe by the Commission, he has given challengers solid legal footing to contest that judgement on the basis of his prejudgement bias.

"And if ATVs are actually safe when properly used, he has done a grave public injustice, both to the manufacturers he's supposed to regulate and to the consumers he's supposed to protect.

"Either way," Craig said, "I believe he has violated both the ethics of his office and Federal law, and he should be called to account of it." •

Text of Craig's letter to Meese

On May 21, 1985, the House Committee on Government Operations' Commerce, Consumer and Monetary Affairs Subcommittee, of which I am the Ranking Republican Member, held an oversight hearing on the U.S. Consumer Product Safety Commission (CPSC) investigation of safety related issues associated with three- and four-wheeled all-terrain vehicles (ATVs).

The CPSC is presently undertaking an extensive $1.5 million study on ATVs, not expected to conclude until September, 1986, before deciding what, if any, regulatory action might be taken. I support the CPSC investigation and strongly believe it should be conducted in a manner of fairness and in accordance with Federal law. Unfortunately, my preliminary investigation of the CPSC handling of this issue indicates that one member of the Commission, who should ultimately judge this issue, has seriously breached his duty of impartiality and fairness, and in the process, may have violated Federal law.

Specifically, Commissioner Stuart Statler has, in my opinion, violated 15 U.S.C. 2055 (b)(6) and 16 C.F.R. 1101.32 (b)(1). In doing so, Mr. Statler has placed the entire Commission investigation in jeopardy should the Commission initiate adjudicatory proceedings against any manufacturer of ATVs.

In light of these findings, I requested Mr. Statler to recuse himself from any further Commission consideration of the ATV issue. On September 24, 1985, I received a letter from Mr. Statler in which he declined to withdraw from the ATV investigation. I, therefore, have no other choice but to recommend that the U.S. Department of Justice look into these matters.

15 U.S.C. 2055 (b)(6) (section 6(b)(6) of the Consumer Product Safety Act) states:

> Where the Commission initiates the public disclosure of information that reflects on the safety of a consumer product or class of consumer products, whether or not such information would enable the public to ascertain readily the identity of a manufacturer or private labeler, the Commission shall establish procedures designed to ensure that such information is accurate and not misleading.

16 C.F.R. 1101.32 (b)(1), which implements this provision, states:

> The Commission will review each proposed disclosure of information which is susceptible of factural verification to assure that reasonable steps have been taken to assure accuracy in accordance with section 1101.32(a).

On March 7, 1985, Commissioner Statler initiated on his own, but under Commission letterhead, a personal press release in the guise of a "fact sheet" containing information regarding ATVs. This "fact sheet," which did not receive 6(b)(6) clearance, was sent to various groups, including 500-700 media organizations. In May 1985, Mr. Statler disseminated a similar news release, again without 6(b)(6) clearance. Apparently concerned that my statements regarding the "fact sheets" during our subcommittee hearing were close to the mark, Mr. Statler submitted his May 1985 "fact sheet" for Commission staff clearance on June 12, 1985. However, this request for clearance came *after* its dissemination. It is also interesting to note that the "fact sheet" submitted for clearance was slightly altered in wording under the heading "CAUSES" located on page two. In the distributed March and May "fact sheets," Commissioner Statler used the term "instability of the vehicle." The May "fact sheet" submitted for clearance does not contain such wording.

The opinion of the CPSC General Counsel raises the possibility that Commissioner Statler's dissemination of the "fact sheets" on ATVs was in violation of section 6(b)(6) of the Consumer Product Safety Act (CPSA). That opinion requires that newly-created material, even if it incorporates information which had previously been cleared for release, must be scrutinized for accuracy and appropriate context. The Commission staff demonstrated the merit of the General Counsel's position when they requested several changes to Commissioner Statler's "fact sheets."

Despite the warnings from the CPSC General Counsel, Commissioner Statler later released another "fact sheet" dated July 1985. Under the heading "CAUSES," Commissioner Statler uses the term "dynamic stability," similar to that used in the March and May "fact sheets," but not in the "fact sheet" submitted for clearance in June. In addition he ignored suggested staff changes made to the submitted "fact sheet," such as those under the heading "INJURIES." Because he brushed aside these staff suggestions, technically this July fact sheet must also be deemed as uncleared and in violation of section 6(b)(6).

The enclosed June 7, 1985, *St. Louis Post-Dispatch* editorial clearly demonstrates how Commissioner Statler's "fact sheets" are being misconstrued by the media. This editorial states: *"For the fact is* that in 1984, 69 people are known to have been killed in accidents involving ATVs while another 66,956 were injured *seriously* enough to require hospital treatment." (Emphasis added.) You will note that the term, "seriously," used by Commissioner Statler in his uncleared "fact sheets," was removed by the Commission staff on the "fact sheet" he submitted for clearance in June. His failure to use the term, "estimated hospital treated" injuries, as suggested by the Commission staff, give the *St. Louis Post-Dispatch* the impression that an estimated 66,956 injuries are indeed fact.

Commissioner Statler's displeasure and dislike for section 6(b)(6) clearance is well documented. In testimony before both House and Senate subcommittees, he has called on Congress to "urgently reform Section 6(b) disclosure provisions." In a March 20, 1985, memorandum to Acting CPSC Chairman Terrence Scanlon, Statler writes: "To 'clear' a new data

that was already cleared by all agency Directorates and the Office of General Counsel strikes me as make-work and ludicrous in the extreme." On January 22, 1985, Commissioner Statler circumvented the law with regard to another consumer product by issuing his own personal press release on baby-gates when a Commission-planned press release was delayed until it was 6(b)(6) cleared.

I believe Mr. Statler's actions and public comments, such as his call for a ban and recall of ATVs leave no doubt that he has pre-judged the issue and consequently is unable to make a fair decision based on facts presented to the Commission. In order to safeguard any possible regulatory actions taken by the CPSC in a court of law, I respectfully request the Department of Justice investigate Commissioner Statler's apparent disregard of Federal statutes.

I am prepared to share all of my findings and information with Department of Justice attorneys, and would be pleased to discuss this matter with you. I look forward to your response.

LARRY E. CRAIG
Ranking Republican Member
Commerce, Consumer & Monetary Affairs
Subcommittee

Claims meeting report bias:

Statler hails "Team Smitty"

LONG BEACH, CA, NOV. 12

Stuart M. "Ban 'em" Statler of the U.S. Consumer Product Safety Commission complimented Jim Smith, creator of the *ATV News* cartoon strip "Team Smitty," while complaining that part of a report on his appearance at a National Motorcycle Retailers Association conference was "woefully distorted." Statler's note echoed comments he made in person when he met Smith briefly during a break in a CPSC public hearing in Los Angeles on October 17.

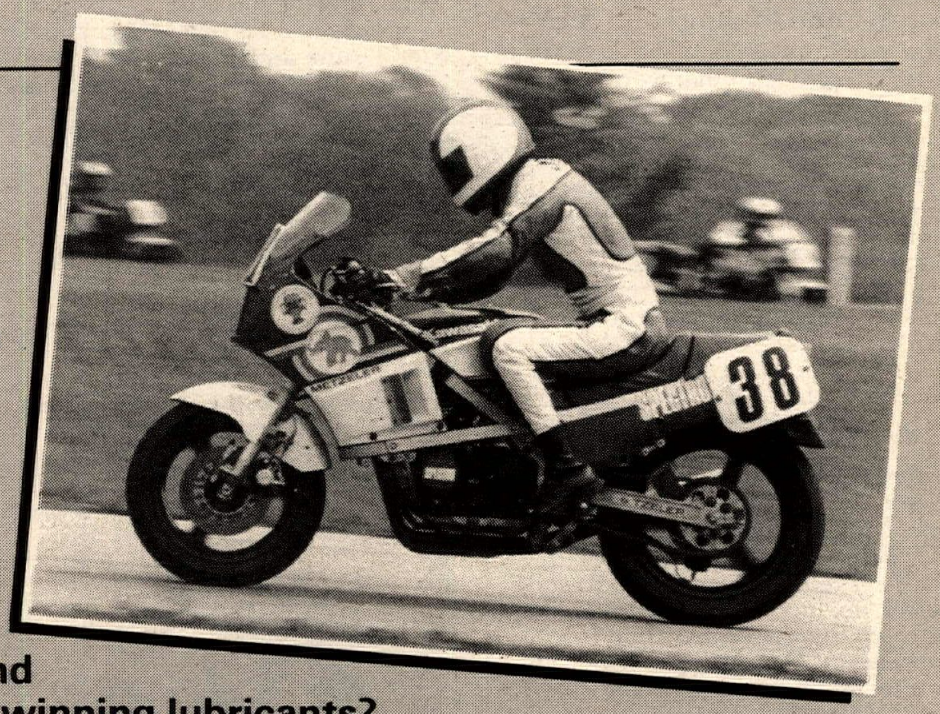
The report, written by *Cycle News* Associate Editor Paul Carruthers and appearing in *ATV News* and *Cycle News*, both published by Cycle News, Inc., included a paragraph disputed by Statler; that paragraph noted that "Statler also complained about a 'Smitty' cartoon in *Cycle News* and *ATV News*, saying that the cartoon upset his wife. 'My wife asked me to express her indignation to at least one of the publications that I heard was represented here, *Cycle News*. She didn't mind any kind of misrepresentation to my position, but when I was caricatured in the Smitty column wearing polka-dot shorts, she felt somewhat embarrassed. But what really got her juices roiling was when she was caricatured as a stick-figured hag needling me in the morning as to what I should be wearing."

Statler, the outspoken CPSC Commissioner who frequently attacks ATVs as unsafe, is often criticized for prejudiced and non-objective behavior at CPSC public hearings on ATV safety, and who just as frequently is lampooned in the cartoon strip for his bumbling tactics, addressed an envelope containing a handwritten note and a photocopy of the published paragraph to "Team Smitty," despite the fact that Smith's name appears in the cartoon heading.

The note, scrawled on beige CPSC notepad paper in green pen, was dated October 29 and read "Smitty. (See p-4 attached). This is pure 'bull.' As I mentioned to you at the L.A. hearing, I think your cartoons are exceedingly clever and witty. I enjoyed them, as did my wife. But what was said at the NMRA mtg. purely by way of jest in my introductory comments — and taken humorously by everyone *else* in the room — was woefully distorted as a 'complaint' by the *Cycle News* reporter. Typical of the publication's 'objectivity.' Keep me appraised of your promising career. Best regards, Stuart."

Statler did not challenge the accuracy of the quote in the story, nor did he claim that Smith's cartoon representations of his (Statler's) position were inaccurate. ATV

Team Bridgeport Kawasaki Wins The WERA Grand National Heavyweight Superbike 6 Hour Endurance Road Race.



SPECTRO OILS & BRIDGEPORT KAWASAKI, two consistent winners, teamed-up once again at Road Atlanta to take endurance road racing top honors.

When the top teams rely on and recommend SPECTRO OILS isn't it time you improved your time and performance with the winning lubricants?

We can't guarantee that you will win every race because you use SPECTRO LUBRICANTS, but you will never DNF from lubrication failure.

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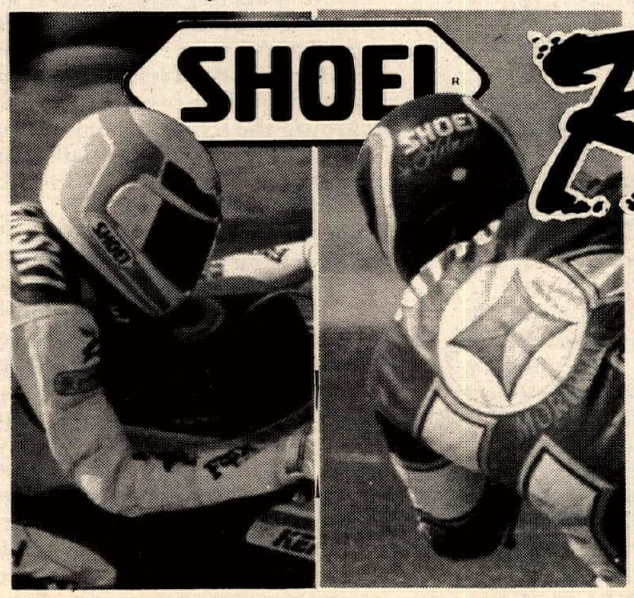

Race Notes

SHOEI Congratulates Team Cycle Tech riders **JOEY OSOWSKI** and **JOHN KOCINSKI** on winning the 1985 WERA National Endurance Road Race Championship.

SHOEI Rider **WALTER NITTO** Wins the 1985 AFM Number One Plate. That's Walt's second year in a row.

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CPSC ATV safety probe:

What happens now?

LONG BEACH, CA, NOV. 13

Five scheduled public hearings associated with the U.S. Consumer Product Safety Commission's probe of ATV safety are over, and the big question is, what happens now?

At the most recent hearings, ATV-foe Stuart M. "Ban 'em" Statler has seemed to press toward initial findings that ATVs pose an "unreasonable risk of injury," a legal term that would allow the CPSC to ban or recall the machines.

Statler, who wants a magic, crash-proof, fool-proof ATV design to halt any chance of injury while riding, put it just that way at the October 17 CPSC hearing in Los Angeles, asking ATV manufacturers' representatives ". . . isn't there something you can do to make it markedly safer? If you can't bring that number of injuries down, then I think increasingly the evidence begins to pile up that this may be an unreasonable risk of injury."

But CPSC ATV Task Force Chairman Nick Marchica told *Cycle News* in a recent telephone interview that Statler can't push for a finding of unreasonable risk before receiving research results and action recommendations from CPSC staffers. "I'm not there for an unreasonable risk," said Marchica. "I'm not there for anything, for a ban. He (Statler) is not in a position to talk about unreasonable risk of injury because I haven't given him any packet of information that could allow him to do so. We have a year's worth of work to do before we can give the Commissioners regulatory options to pursue."

Beyond that, there is no evidence that the other three CPSC Commissioners — Chairman Terrence Scanlon, Commissioner Carol Dawson and Commissioner Saundra Brown Armstrong — share Statler's fervor for mandatory regulation as opposed to education and training programs supported by ATV enthusiasts and manufacturers. All three other Commissioners have gone on record as opposing the ban and recall advocated by Statler on numerous occasions. In his opening statement at the Los Angeles hearing, Scanlon said ". . . we certainly do not have the data at this point to justify a ban of ATV sales or a recall of those ATVs already in use."

Armstrong, in her opening statement, said ". . . the Commission must obtain more information to determine what, if any, risks of injury are posed by all-terrain vehicles and the manner in which they are operated, and, as appropriate, what actions are necessary."

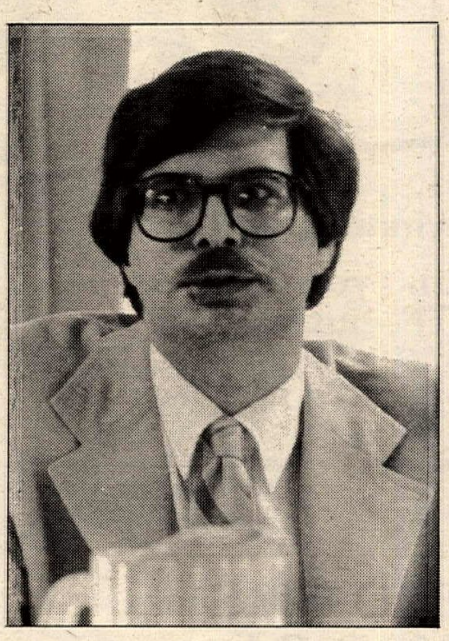
Dawson told the audience at the hearing that she did not favor government interference in and regulation of peoples' personal affairs.

Scanlon pinned down the probable time frame for the completion of the CPSC investigation in his statements at the October 17 hearing, saying, "In any event, we expect that the results of our investigations will enable us to develop a preliminary ATV injury analysis within the next six months and to have final recommendations by September 30 of next year."

In the meantime, Statler has been denying his earlier references to an ATV ban and possible recall. "He's changed his position from 'Let's halt production' to 'Let's see what can be done,'" Marchica said.

Asked about the reasons for Statler's denials and the softening of his public stand on ATV safety, Marchica said, "I think the cartoons are getting to him," referring to Jim Smith's Team Smitty cartoon strip which often lampoons Statler in *ATV News* and *Cycle News*.

Marchica also said that Statler's term on the CPSC is due to expire on October 26, 1986. Statler, who was appointed to a seven-year term by then-President Jimmy Carter, is unlikely to be reappointed by President Reagan. Reagan appointee Carol Dawson recently obtained Senate confirmation for a full CPSC term, and Senate confirmation for newly nominated Anne Graham is pending. •



Nick Marchica

Federal Register notice:

CPSC ATV ban possible

LONG BEACH, CA, OCT. 18

The October 2 edition of the Federal Register contained a notice stating that methods being considered by the U.S. Consumer Product Safety Commission to reduce ATV-related injuries include an outright ban and a recall.

The Federal Register is published by the U.S. government and is the official source of information on pending, planned, and possible actions by government agencies. The notice in question announced the October 17 Los Angeles CPSC hearing into ATV safety; in supplementary information provided with the notice, under the heading, "Background," are listed corrective actions being considered by the Commission to mitigate ATV-related injuries.

"To address this concern," reads the information, "the Commission has issued an advance notice of proposed rulemaking (ANPR) which formally commences a rulemaking proceeding . . . In the ANPR, the Commission discusses methods by which any unreasonable risks of injury which might be associated with ATVs could be adequately reduced or eliminated. These methods include promulgation of a performance standard, a ban of ATVs, the development of a voluntary standard, an administrative recall proceeding under section 15 of the CPSA, an imminent hazard action under section 12 of the CPSC or the dissemination of safety related information."

At the hearing in Los Angeles on October 17, Commissioner Stuart M. "Ban 'em" Statler, who has gained fame for repeatedly calling for a ban and recall of ATVs, said, speaking about the Commissioners, "None of us, including myself, have urged a ban of these vehicles. I have, alone, urged that the manufacturers halt production of the vehicles until they are satisfied that they have a safer vehicle."

Statler's call for a ban and recall of ATVs has been well documented in both *Cycle News* and *ATV News*, and his claims that he never called for a ban are untrue. •

RISK

By John Ulrich

CPSC Commissioner's lament:

Is "Ban 'em" a fair tag for Stuart Statler?

Consumer Product Safety Commission member Stuart M. "Ban 'em" Statler has increasingly complained recently that *Cycle News* is unfair in tagging him as "Ban 'em," repeatedly stating in public and private meetings that he never advocated a ban and recall of ATVs and generally playing the part of a conscientious, dedicated, unfairly-maligned public official.

Cycle News, no surprise, sees things differently, and we figure Statler's just trying a P.R. campaign to clean up his image among ATV enthusiasts, maybe hoping to ward off some of the considerable flak that's coming his way over his mishandling of the ATV safety issue from day one.

But since he's brought it up so much, since it's obviously really wearing on him and making him nervous, let's take a look at whether or not Statler deserves the tag "Ban 'em."

To start with, one has to consider the context of Statler's statements. A CPSC brochure, "The U.S. Consumer Product Safety Commission," published in September, 1985, states "Since May 1973, this independent regulatory agency of the federal government has worked to prevent injuries and deaths by . . .banning products for which no feasible standard would adequately protect the public; obtaining the recall or repair of products that present substantial hazards or imminent hazards to consumers . . ."

The brochure goes on to state ". . .the Consumer Product Safety Act gives the Commission authority to issue a mandatory safety standard for consumer products which pose unreasonable risks of injury or death. The Commission also can ban a product . . . The Commission has issued a total of 35 standards, bans and other mandatory rules since 1973."

According to a "Consumer Product SAFETY ALERT" on ATVs published by the Consumer Product Safety Commission in August, 1985, "Under laws administered by CPSC, an estimated 325 million potentially hazardous products have been called back from the marketplace and consumers since 1973 (when CPSC was created)."

What these two examples of CPSC publications illustrate is that we're dealing with a Federal agency with a record of bans and recalls, indeed, a stated purpose of bans and recalls.

Knowing that, along comes Commissioner Stuart M. Statler, an agent of the U.S. government, issuing press releases and making statements to reporters about the threat posed to civilization by the ATV.

In a March 7 letter to state consumer protection agencies, Statler wrote that CPSC "Options range . . .to halting future three-wheeled ATV production; to possibly recalling all such vehicles previously sold."

At a CPSC hearing in Washington on April 3, Statler distributed a printed statement that read, in part, "As one Commissioner, I am so distressed by the dimensions of this emerging risk *based on what we already know*, that I believe serious consideration needs to be given in the months ahead to the advisability of seeking a halt in future three-wheeled ATV production and possibly recalling all such vehicles previously sold."

In the April 4 edition of the San Diego Daily Transcript, a UPI wire service story headlined, "U.S. Moving Toward Ban Of ATV Bikes" quoted Statler as saying, "A mandatory rule is by no means the extent to which we could go. I'm seriously considering the possibility of seeking a ban and, possibly, a recall of the vehicles out there."

Statler appeared on the April 25 television broadcast of the ABC 20/20 show, and was shown on camera saying, "The real question is why don't these manufacturers, basically four foreign manufacturers, recognize the seriousness of this problem and cease production immediately, and possibly recall every one of those 1.8 million that are out on the market?"

On May 21, in Washington, I told Statler that I had a real problem with him calling for a ban and recall of ATVs. "I never said that," Statler told me. "I haven't said we should recall and ban ATVs." He then went on to say that manufacturers should immediately cease production of ATVs and recall those already in the hands of consumers.

Webster's New World Dictionary, Second College Edition defines ban as being, among other things, a verb meaning ". . .to prohibit, as by official order, from doing, using, appearing, happening, etc.; forbid; censor . . .to curse; condemn . . ." In the noun form, the same dictionary says, a ban is ". . .an official order forbidding something; prohibition . . . strong public disapproval or condemnation intended to prevent something . . ."

Looking at the dictionary definition, I don't think there's any difference between calling for a cease of production and calling for a ban. Even if there is, Statler himself first raised the possibility of a ban, using that exact word, on March 7, and again on April 4.

What we've got here is a public official, one Stuart M. Statler, a guy who works for an agency with a history of banning and recalling products, and he's advocating a cease to ATV production, a halt to ATV production, ". . .a ban, and possibly a recall . . ." of ATVs. There isn't a reasonable man in the world who could listen and read Statler's statements of public record and not conclude that he thinks a ban and recall of ATVs is a swell idea.

Which is why it's perfectly reasonable to call him Stuart M. "Ban 'em" Statler. •

MICHELIN IS PROUD TO SAY ADAM SMITH HAD A BLOWOUT.

W.E.R.A. Grand National Championship, Road Atlanta, Nov. 8-10, 1985

Formula 1-Novice

1st place: Adam Smith/Michelin Slicks

Formula 2-Novice

1st place: Adam Smith/Michelin Slicks

"A" Production-Novice

1st place: Adam Smith/Michelin Hi-Sport

"A" Super Bike-Novice

1st place: Adam Smith/Michelin Slicks

"B" Production-Novice

1st place: Adam Smith/Michelin Hi-Sport

"B" Super Bike-Novice

1st place: Adam Smith/Michelin Slicks

Six races. Six victories.

Even the folks at Michelin were taken aback by this feat. After all, no man has ever won six races at a national championship.

Adam Smith virtually accelerated from novice to expert in one weekend.

Flat.

What tire carried him so far, so fast?

To no great surprise, Michelin.

But that's just the half of it. Michelin picked up ten more victories. Including seven in the expert class.

Highlighted by Boonie Knott winning the Formula 1 and 2.

Ron Ewerth winning the "B" Superbike class.

Ed Key winning the "B" production.

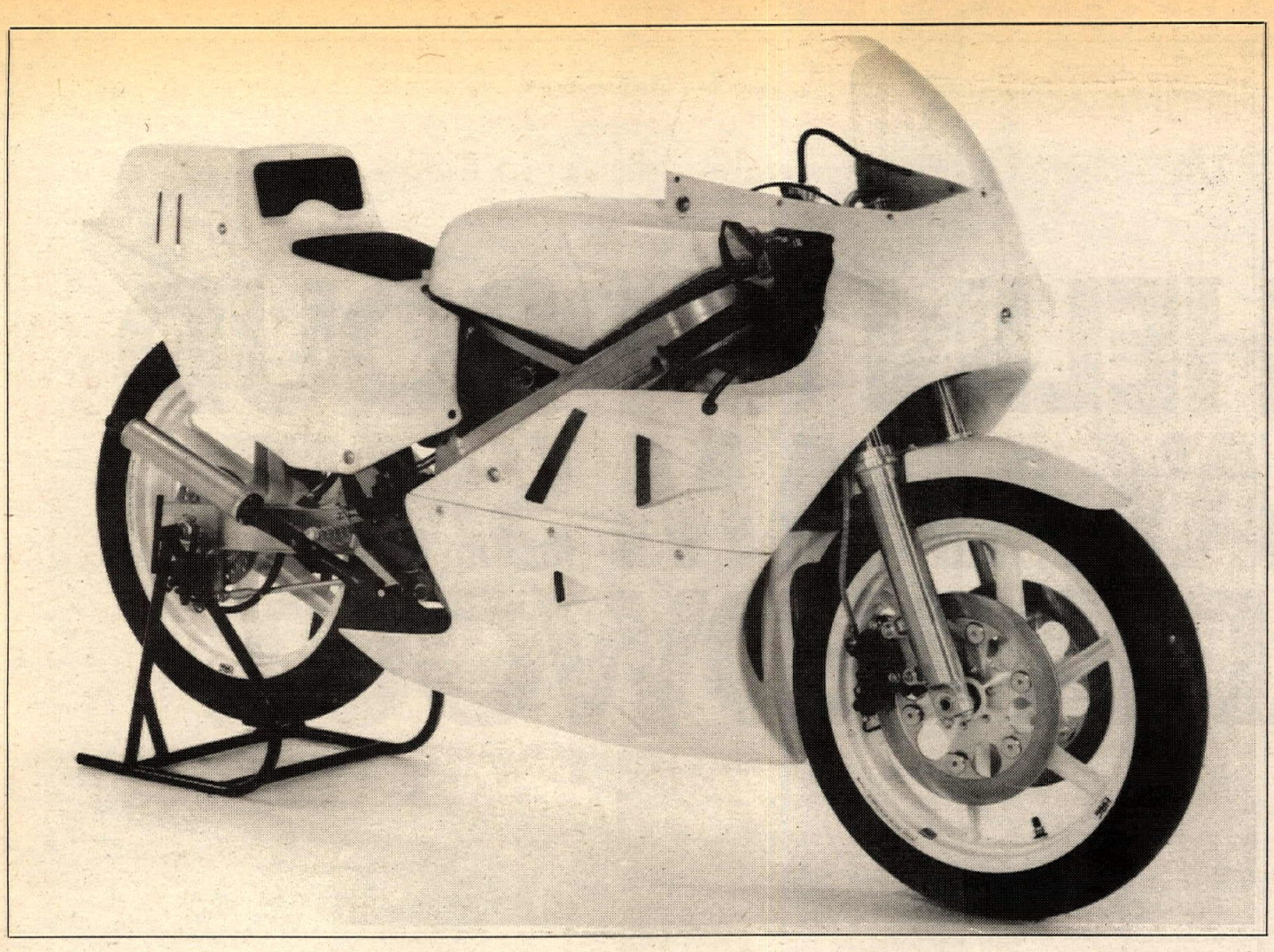
And Meril Moen winning the "A" production.

Michelin also achieved numerous second and third place finishes.

Success, that has become almost commonplace in today's racing world.

Proving once again, while our competitors search for something that will just finish first, Michelin will continue to strive for the total blowout.

MICHELIN® BECAUSE SO MUCH IS RIDING ON YOUR TIRES.™



Honda RS250R

By Dave Sadowski

A variety of refinements have been made to Honda's RS250R road racer for 1986, according to specifications recently released by Honda Racing Corporation of Japan.

Honda's lightweight road racer, dubbed the RS250R-II, boasts the now familiar 249cc, water-cooled, 90-degree V-twin, two-stroke powerplant encased in a beefed-up frame.

The new model sports magnesium alloy wheels, which replace last year's ComStar stamped-spoke/extruded-rim wheels. The bike comes equipped with a 3.00-17-inch rim in front, while the rear has been changed from 3.00-18 to 3.25-18, with a 3.50-18 option available.

A second rotor has been added as standard equipment to the 17-inch front wheel, giving the new RS dual hydraulic disc brakes with floating rotors. Last year's single brake rotor was solidly mounted, and runout in the disc created difficulties after long straights when the rotor forced brake pads outward.

Honda beefed up the frame to compensate for the additional braking power and mounted the rear brake caliper to the swingarm, allowing quicker wheel swaps during frantic pit activity.

Up front, clip-ons have been replaced by bolt-ons following complaints of welds cracking on 1985 clip-on style handlebars. HRC engineers tackled the problem by designing a holder which handlebars bolt into. Honda claims this will also reduce vibration reaching the hand grips. Handlebars with damper weights are offered as optional equipment.

The engine should breathe better on the 1986 RS250R-II thanks to the addition of PJ38mm Keihin big bore carbs equipped with a new intake rectifier. The power gained from the carburetion change creates additional heat, which required the addition of a larger radiator. The exhaust has also been altered for 1986, and the pipes now have re-packable silencers. HRC claims cylinders have been updated and will make more power even though the bore and stroke remains the same.

The only other changes were made in the tail section where vents have been added to allow air to flow to the rear wheel, reducing the turbulence.

PRODUCT EVALUATION

Skins
By Dan McCauley

When I joined Team Cycle News over six years ago, I had hopes of doing many things, but I never thought I'd write an evaluation on the following item—underwear! Now we're not talking your basic Fruit of the Looms, we're talking Skins.

Skins? What are they? Well, basically they are the newest undergarment for off-road riding. Made out of a material called Lycra, Skins provide a custom fit, dry fast, and are lightweight. Best of all, Skins have a synthetic chamois pad built into the seat and crotch area that prevents chafing of that all-important area.

Now if that wasn't enough, wait until you see a pair of Skins. Like, wow! A total mind blower. Psychedelic colors guaranteed to turn heads in the pits.

With a design very similar to bicycling shorts, Skins make sense for the off-road rider. No big benefits would be gained by wearing Skins in a short five lap moto, but during those long motos or particularly in an enduro or hare scrambles, Skins would be worth more than their weight in gold.

You're probably thinking, "Where do they come from?" Well, we're proud to say they come from Georgia. Yeah, I know it's hard to handle the fact that something as far out as Skins could be made in the Peach State instead of on some beach in Cali-for-ni-a, but it's true.

At $24.95 Skins aren't cheap, but if you want to do yourself and your rear a favor, ride on down to your local Hi-Point Racing Products dealer and grab a pair. Besides, who's worried about spending bucks when it comes down to being hip? Basically, the difference is—get caught in the gate in your Jockey shorts or go for the gold in Skins!

Video REVIEW

By Paul Carruthers

With the 12-round 1985 FIM World Road Racing Championship now history, a review of the entire season through video tapes is the key to making the wait for 1986 an easier one. T. Kida and Co., of Long Beach, California, has high quality video tapes available with race-by-race coverage of both the 250 and 500cc GPs, plus the occasional sidecar GP.

The 12-tape series starts with the South African Grand Prix in Kyalami before winding down with the San Marino Grand Prix in Italy. The tapes provide the viewer with the closest alternative to traveling from race to race, and offer footage that would be almost impossible to see in person. While the tapes vary from GP to GP, depending on how close the racing is and the placement of the cameras, one thing remains — the chance of seeing something that is not readily seen by most.

The racing is close in all but a few of the tapes and if one class is a blowout the other usually makes up for it. The tapes also do a good job of showing the surroundings that make up the Grands Prix, in addition to pre-race and post-race interviews with the likes of Freddie Spencer, Eddie Lawson, Wayne Gardner and crew.

The biggest thing to happen to motorcycle racing television coverage takes place for the first time on the Dutch Grand Prix tape, when a camera is mounted on Randy Mamola's RS500 Honda. The camera, remote-controlled from a helicopter flying above the action, adds another dimension to the coverage. Now the viewer is able to ride with Mamola and realize what it takes to compete at the Grand Prix level — the debut for the camera also happens to take place in the pouring rain and on the winning bike. The Dutch GP also has incredible footage of the famed Christian Sarron/Freddie Spencer collision and crash in the rain-sodden 500cc GP, Neil Webster's sidecar crash and Eddie Lawson's 500cc, championship-race-ending crash.

At the following round in Belgium, the on-bike camera shows Mamola dicing with Ron Haslam and Raymond Roche when suddenly Mamola runs into the rear of Roche and crashes — while the camera continues running. The scene concludes with the on-bike camera pointing at a disgusted Mamola.

The tapes provide an excellent chance to review the GP season and allows the viewer to see momentum shifts during the season in the Spencer/Lawson battle for the 500cc Championship, plus a chance to see Spencer's total domination of the 250cc class. In addition, there is the occasional sidecar GP that shows close racing between the ultra-trick outfits.

The tapes are available through Malcolm Smith Products and the Yamaha Dealer Network for $29.95 each. For more information call T. Kida at 213/452-5410.

Voices

(Continued from page 4)

Sears Point

So Roxy Rockwood believes that the only added attraction to the road racing scene at Sears Point International Raceway is a maximum security prison. ("The National Papers," *Cycle News*, November 13).

Somebody ought to clue him in. With San Francisco, Sausalito, Mount Tamalpais, Muir Woods National Monument, The Golden Gate, Marine World U.S.A. (coming to nearby Vallejo in 1986) and the Point Reyes National Seashore all within easy riding distance, and the Sonoma and Napa Valley wine country right at our doorstep, Sears Point is located in the heart of one of the prime resort areas in the entire world.

In fact, other than Disneyland, the Sonoma County and Napa Valley wine country is the biggest tourist attraction in California.

C'mon Roxy, get with it! There's both great road racing and plenty of good times north of Monterey. Why don't you come on up and sample them sometime?

RICK LALOR
Sears Point Raceway
Sonoma, CA

Does this mean Sears Point will run motorcycle races again in 1986? . . . Editor.

Ward vs. Glover decision

In reviewing the article in *Cycle News* (November 13), in which Ed Youngblood of the AMA discussed my concern on the Ward vs. Glover Supercross Appeal Board procedure, I noticed what may have been a misunderstanding on Mr. Youngblood's behalf. The direct quote in question is: "I have received written documents from one member of the three person Appeal Board — Ed Carroll — who did not necessarily disagree with the final decision of the Board, but had a complaint about the procedure."

In my letter to Mr. Youngblood I let it be known that I was disturbed about the findings. In addition, I presented a concern about the appeal process. At no time did I indicate that I "didn't necessarily disagree with the final decision."

I do continue to support the Appeal Board process and its goals. I feel that how a member votes is a personal matter (based on evidence, statements, and rule book contents) and the reported findings should be either a unanimous or majority decision on the part of all board members at the time of adjournment.

I have taken this opportunity to break my silence in this matter only to clarify this one point, and with the desire to maintain my credibility and fairness when dealing with the riders, no matter what the circumstances may be.

ED CARROLL
Los Angeles, CA

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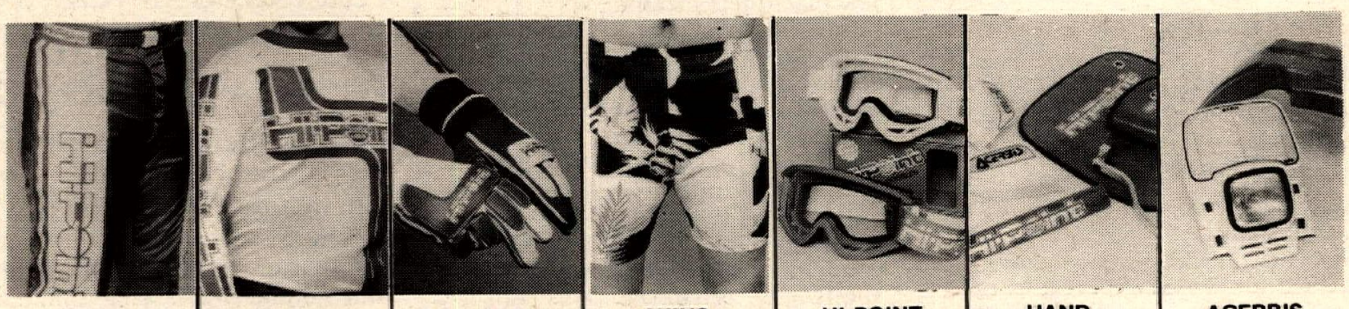

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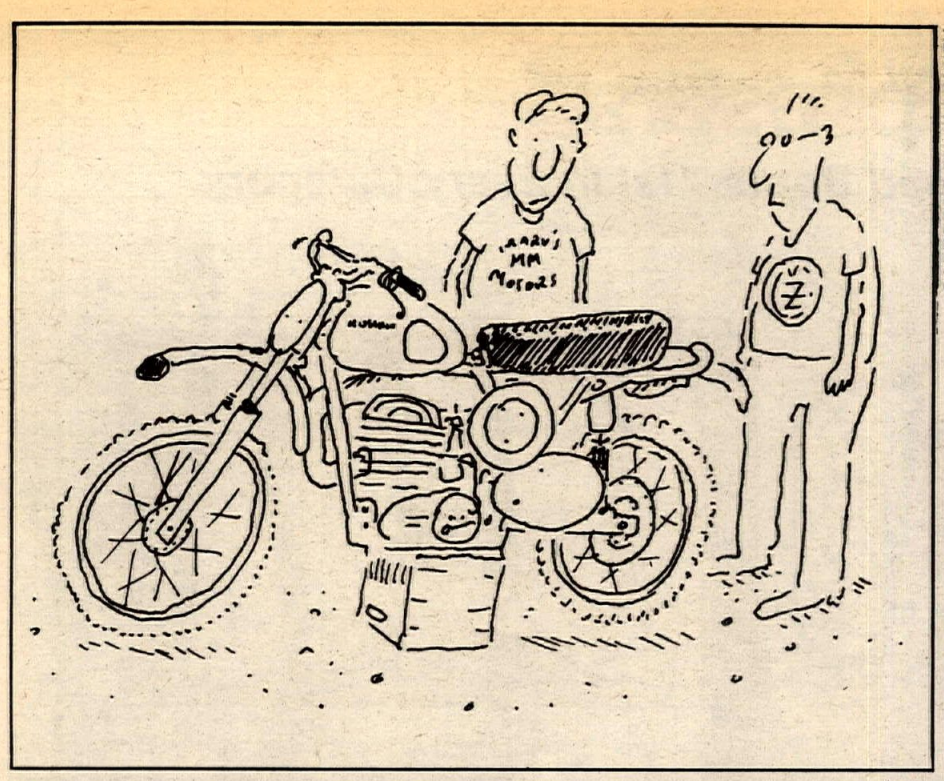

CARTOONS BY JIM SMITH

One guy showed up with a perfect 1969 Husqvarna. Everybody thought it was brand new. Turns out it was.

This guy did the same stylish cross-up every lap for the crowd. I nicknamed him *"Team Smitty."*

Smitty goes to the 1985 CZ World Championship

By Jim Smith

I have been looking forward all month to covering this story. In fact, I had practically written it in its entirety two full days before the event. I was kept informed of the progress of a friend's preparation of his old Czech warhorse for this race.

"Frame's painted, and I've found a guy in the valley with original fenders," he would announce, triumphantly. "A guy in Bakersfield's got two sets of stock shocks, and he says he'll sell me one!" The Treasure of Sierra Madre. These announcements I would receive with all the anticipation due the first moon landing, my interest level at a fever pitch.

This, I could tell by my sweaty palms, was important. A race, an actual race, using old CZs, Maicos, and Husqvarnas! I couldn't sleep the night before. My mind was full of visions of peace-sign-waving wheelies, real leathers, and The Big Jump at Lion's Raceway. Even Christmas would be a letdown after this. Sure, things change, time marches on, and you can't stand in the way of progress, but for six bucks I was going back to the 1970s.

Why all this fuss? What's the big deal, resurrecting these old bikes from the grave? Why disturb the dead? Rest in Peace, I always say. This year's motocross bikes have it head and shoulders over bikes from the '70s. Heck, they have it over even last year's bikes, for that matter. Who can relate to that old stuff, with all this new machinery around?

Imagine, you're barely into the 21st century, sitting in your brother-in-law's garage drinking Space Beer, and there, next to the nuclear dryer, is a CR250! You'd go nuts.

"I used to race one of those!" jumping up and down, pointing to the dusty relic.

Chances are, if you're in your 20s, your clock ought to be stopping right about now. Whatever seems cool to you now will probably remain so for the rest of your life. (Think of all the poor bastards that bought Beatles wigs. Ha, ha.)

That's basically what happened to these guys and their CZs. They all looked like motocrossers, but a little grayer, heavier, and except for the machines, had more facial hair. This was not so much a race as a celebration. As if to say, "Sure, we had Kent State, Spiro Agnew, and skinny chicks wearing granny dresses, but we also had CZs!"

The CZs themselves didn't seem to mind. They were probably built to last at least this long in weekly service. They sure looked made for the task. Probably some sort of Five Year Plan to dominate world competition by building a bike that wouldn't wear out after a measly one or two World Championship seasons. Even after a decade and a half of sporadic maintenance, the CZs seemed to follow the rule that if you push any bike long enough, it has to start sooner or later.

There were a few Husqvarnas, an Ossa, even a handful of Pentons, but conspicuous by their absence were Maicos. This settles at least 20 years of almost-forgotten enthusiast bickering. I'll admit it, I was wrong. I guess, (sigh), CZ does indeed rule.

Hey, I was only 14 at the time.

PHOTO BY MATT HILGENBERG

Ed Arnet rode this long-travel CZ to the Open Pro class win with a 1-2 score at the 1985 CZ World Championships at Perris Raceway.

1985 CZ World Championship

Arnet crowned at Perris

By Terry Whytal

PERRIS, CA, NOV. 9

Ed Arnet topped a tough field of CZ Pro riders at this year's CZ World Championships held for the first time at Perris Raceway. Arnet, who was riding a CZ with long-travel Full Floater rear suspension, was crowned the CZ World Champ after posting a 1-2 score in the Modified Pro class on a day that saw a record turnout of CZ and Vintage bikes.

Three-time National MX Champion Gary Jones, on another Full Floater, led the start of the first moto, but a first-lap tumble left Arnet in the lead. Jones remounted last and began a charge that eventually ended in a third-place finish as Arnet had opened a huge lead at the checkers over runner-up Roger McCabe.

It was Arnet's turn to fight adversity in round two as Jones powered to the win and Arnet dropped to a distant second with a slowing motor. Arnet earned the overall win with Jones taking second overall and McCabe placing third ahead of Lee Horth and Gary DeForest. Larkin Wight earned the final points-paying spot at sixth.

Robert Dykman swept both 250cc Modified Pro motos to earn the overall win as Phil Hall placed second ahead of Joel Cotner.

Scott Hendricksen proved fastest in the Open Modified Intermediate CZ class with Kenny Averett placing second and Mitch Wells taking third.

Nick Larson swept both motos of the big 250cc Modified CZ class to earn top honors ahead of Derek Derresteyn and a consistent Chris Johnson.

The 250cc Stock class was a Robert Wethern benefit as he pulled away to win both motos ahead of Randy Pavich and Joe Lorenzen, who once again best fit the image of an old-time CA pilot, in his Martini jersey and pudding-bowl helmet.

In Open Stock action, John Pavich proved best able to negotiate the tough Perris track as he reached the checkers first in each moto. Placing second overall was Doug Schweher with Jim Keeton following in third.

The Modified Open Novice CZ class featured the toughest racing of the day as the top four riders traded positions throughout each moto with Ron Aldrich finally taking the overall win with a 2-2 score. Bob De Miranda claimed the runner-up spot as Terry Pratt came from behind to win the second moto and move to third in the final standings.

John Baumgartner powered his BSA single to the Open Vintage class win over Husky pilot John Pavich and CZ rider Jim Keeton.

Phil Hall rode his ancient CZ to the 250cc Vintage bike win despite pressure from runner-up Matt Hilgenberg, who was riding a 1974 Penton sponsored by Goleta Valley Cycle. Rich See used another old Penton to claim third-place honors.

Results

OPEN PRO: 1. Ed Arnet (CZ); 2. Gary Jones (CZ); 3. Roger McCabe (CZ).

250 PRO: 1. Robert Dykman (CZ); 2. Phil Hall (CZ); 3. Joe Cotner (CZ).

OPEN MOD: 1. Scott Hendricksen (CZ); 2. Kenny Averett (CZ); 3. Mitch Wells (CZ).

250 MOD NOV: 1. Nick Larson (CZ); 2. Ray Alferez (CZ); 3. Chris Johnson (CZ).

250 STK: 1. Robert Wethern (CZ); 2. Randy Pavich (CZ); 3. Joe Lorenzen (CZ).

OPEN STK: 1. John Pavich (CZ); 2. Doug Schweher (CZ); 3. Jim Keeton (CZ).

OPEN MOD NOV: 1. Ron Aldrich (CZ); 2. Bob De Miranda (CZ); 3. Terry Pratt (CZ).

NON-UNIT VINT: 1. Jim Zack; 2. Jim Keeton; 3. Ken Syzkes.

OPEN VINT: 1. John Baumgartner (BSA); 2. John Pavich (Hus); 3. Jim Keeton (CZ).
CZ OT: 1. Bob DeMiranda (CZ); 2. James Dent (CZ).
250 VINT: 1. Phil Hall (CZ); 2. Matt Hilgenberg (Pen); 3. Rich See (Pen).

Johnson tops Monterey short track series

By Mike Vancil

MONTEREY, CA, NOV. 9

Craig Johnson capped a highly-successful season of short track racing at Monterey County Fairgrounds by claiming wins in the 250cc and 500cc season finales to walk away with the high-point series championship trophy in each class. The six-race series was hosted by R&D Enterprises and sanctioned by AMA District 36.

Johnson, sponsored, like many of the series' riders, by Alma Transport of Salinas, piloted his Suzuki to an early lead in the 250cc Expert final. Mixing it up immediately behind Johnson were his teammate David Woodward (Suz), Can-Am-mounted Stephen Mayfied and Steven Raymond (Can-Am).

Woodward spilled two laps from the finish, giving Raymond some breathing room and an easy second-place finish. Mayfied held off Brad Spencer (Yam) to capture third.

Johnson had to work hard at making zero mistakes to take the win in the 500cc Expert final. Can-Am pilot Raymond pushed Johnson for the lead right down to the checkered flag.

Early leader Paul Iwanaga (Hon) could not recapture his winning heat-race form and faded to the back of the pack after being passed by the hard-charging, Johnson-Raymond duo.

Several spills throughout the evening took out key competitors, but all top riders qualified for the main.

Iwanaga, who refused to be denied a second time, rode a flawless race to take the win in the Alma Transport-sponsored 600cc Pro-Am race. The ever-present Johnson also was on the event grid, but ended up starting from the penalty line.

Bruce Johnson (Suz) and Iwanaga were first off the line and the pair dueled for two laps before Iwanaga raced by to take the lead. Iwanaga's riding then became very precise. He squared each corner and exited turns on-the-gas, powering down Monterey's short straights.

Johnson raced hard from the penalty line and eventually got by brother Bruce to momentarily hold second place. Yamaha-mounted Brad Spencer worked his way through the pack and got under Johnson on the white flag lap in the very tight turn three and powered away for second coming out of four.

Results

PEE WEE 5 YRS: 1. Ely Huerth (Suz); 2. Justin Stilwell (Kaw).
PEE WEE 6-7 YRS: 1. Brian Sgheiza (Yam); 2 A.J. Kirkpatrick (Yam).
60: 1. William Luker (Kaw).
80 NOV: 1. Michelle DiSalvo (Hon).
80 EX: 1. Jake Zemke (Yam).
125 NOV: 1. Anthony Giammarco (Yam); 2. Lonnie Pauley (C-A).
250 NOV DIV I: 1. Manuel Ponte III (Yam); 2. John Costanza (Yam).
250 NOV DIV II: 1. Antone Mellow (Yam); 2. Joe Kamm (Yam).
250 JR: 1. Dean Vincelet (Yam); 2. Todd Bridges (Kaw); 3. Kerry Puccio (Hon).
250 EX: 1. Craig Johnson (Suz); 2. Steven Raymond (C-A).
500 NOV (Div I): 1. Joseph Soto (Yam); 2. Steve Sullenger (Yam).
500 NOV (Div II): 1. Jim Tucker (Yam); 2. Steve Stewart (Yam).
500 NOV (Div III): 1. Gary Vincelet (Yam); 2. Patrick Vaccheri (Yam).
500 JR: 1. Frank Nye (Yam); 2. Joe Carrera (Suz); 3. Kerry Puccio (Hon).
500 EX: 1. Craig Johnson (RTX); 2. Steven Raymond (C-A).
VETS: 1. Frank Nye (Yam); 2. Mark Butler (Yam).
600 PRO-AM: 1. Paul Iwanaga (Hon); 2. Brad Spencer (Yam); 3. Craig Johnson (RTX).
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Once again, a BMW motorcycle has triumphed in "the ultimate test of man and machine" (Dirt Bike Magazine).

It's the Baja 1000. An 822-mile trek through North America's most unforgiving territory. A race in which almost half the entries never even made it to the finish line.

Yet, of the two BMW motorcycles entered, one placed first in its class for the second straight year (the Rahier-Hau-Park team

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T BAJA, THE KES MÉXICO N'T CONQUER, BMW DID.

in Class 30) and the other second (in Class 22). Ultimately, the two teams finished second and fourth overall. And once again, turned Baja into yet another testament to BMW's legendary durability.

Over "roads" hardly deserving of the name, by day and by night, across choking dust pits, gorges, rocks and riverbeds, BMW outran the competition. Taking full advantage of the bikes' legendary maneuverability and the torque one rider described as feeling like "you could go from 15 to 90 mph in third gear."

And as motorcycle after motorcycle joined cactus and skull to become permanent fixtures on the Mexican desert, BMW's classically simple flat-twin power plant hummed endlessly on.

The production model R80 G/S inspired by the racing version that recently triumphed at Baja.

Of course, the ultimate tribute to the BMW R80 G/S—a production version of which can be test-ridden at your BMW dealer—isn't that both bikes finished Baja.

But that, as one team member remarked, "it could have gone another 800-mile lap."

THE LEGENDARY MOTORCYCLES OF GERMANY.

PHOTO BY KATHY HERNDON

James Boretree rode his Husqvarna to second place in the Open AA class at the CRC Iron Horse Enduro. Boretree finished 16th overall.

JR: Frank Nye, 85 pts.
NOV: Patrick Vaccieri, 53 pts.
MINI: Jake Zemke, 39 pts.
PEE WEE: Justin Stillwell, 47 pts.

Olson rips up Perris SX

By Bob Alloy

PERRIS, CA, NOV. 17

Alan Olson dominated the Old Timer Masters class in supercross action at Perris Raceway today. Olson blasted into the lead in moto one until Jim Beltnick took over on lap three. Two laps later, Olson regained the lead to win the moto. Beltnick held second, with Jim Smith in third.

In moto two, Beltnick took the holeshot to lead the race for one lap, until Ron Way took command for three laps. Olson started last but passed eight other Masters to take the lead on lap five, winning the moto and the overall with a 1-1 tally. Marvin Olson, who started midpack, gassed his Yamaha into second place at the checkered flag, with Smith again finishing third.

Expert Blackie Lewis led nine other Experts to the first turn and for five laps, when George Spearing passed Lewis and held the lead for seven more laps to win the moto. Lewis held second with Al Smith gassing his Honda into third.

In moto two, Lewis put a new 1986 Yamaha into the lead and held it there through the checkered for first place. Spearing started midpack but moved up to second at the finish. Bob De Miranda dominated third.

Amateur Bill Misner bought his way into the Expert class today as he smoothly wrapped up motos one and two in first place with a 1-1 for first overall. Jack Hurley took the holeshot in moto one but fell back to second, and Ed Scheidler (Yam) captured third. Moto two's action saw Bob Klatt aggressively put his Honda into second place, with David Breehwer in third.

Results

MASTERS: 1. Alan Olson; 2. Jim Smith; 3. Jim Beltnick.
EX: 1. Blackie Lewis; 2. George Spearing; 3. Bob De Miranda.
AM: 1. Bill Misner; 2. Bob Klatt; 3. David Breehwer.
NOV: 1. Don Bourdeau; 2. Ralph Dickson; 3. Dick Doyle.
NOV B: 1. Larry Escamilla; 2. Marland McManus.

Daniels deadly at CRC Iron Horse Enduro

By Bill Herndon

RAND, CA, NOV. 10

Rick Daniels topped the California Racing Club's (CRC) Iron Horse Enduro with only a 1.125-minute drop for the entire two-loop run through the Rand Mountains. Second overall came in at 3.166, as Tony Casaga on an IT200 took first place in the 200cc A class.

Race day dawned refreshingly cold, but windy. Loop one started easily through the Slate Mine pit area, heading west for 2.8 miles at 18 mph, then bumping to a more interesting 21 mph. At the five-mile mark, the course passed near Galileo Hill. At nine miles, a zeroable check-in was followed by the first Special Test with 30-mph speeds. After heading toward Cal City and Park C, the 10-mile marker triggered a turn north through the rolling hills, and a tie-breaker check-out at 13.5 miles. A short-for-most three-mile reset appeared just down the sandwash, followed by another easy-going 18-mph speed change for 2.1 miles. At 19.6 miles, the ribbon went across the desert until jumping into southbound sandwash at 24 mph. Coming off the top of the wash over the first hill, Mike Ferro's 24.4-mile check-in announced the day's tougher second Special Test. It featured 36 mph for 3.6 miles, with another tie check-out at 28.0 miles, but this time followed by a healthy 10-minute reset at 28.6 miles to get everyone back on time. The cooldown continued for 2.4 miles at 18 mph. At 37.0 miles, the speed went to 24 mph and continued to the end of loop one.

Overall loop one winner was Mike Bonnett, first Mini B, at 6.358. Eric Cook, in his second-ever enduro ride, took second overall and first in the 125cc C-16 class, at 6.362, followed by Craig Flander's thumper, at 6.374. John Gorman took fourth overall, first Beginner class, at 8.464. Rounding out the top five was Mini B rider Joey Tost (Yam).

The contest continued with loop two starting off at an easy 21 mph west for 4.9 miles, then northbound at 24 mph until the check at 5.7 miles, just before Drochak's Drop-Off. Only .8 mile later, the day's most technical Special Test opened at 42 mph. It included highly varied terrain: long uphills to wheelie up; downhills to swallow twice on; sandwashes, both wide and narrow trails; rock outcroppings; and constant change from one to the other, running for 4.6 miles. A welcome 10-minute reset was next, then a fun-puttin' 18-mph slow-down zone toured riders north through scenery riders could take time to see.

Once up Government Peak and ridge running, the unscheduled Special Test was wind. Heading north to Fremont Valley, the speed bumped to 21 mph at 23.6 miles, and 36 mph at the 25.7 check-in. This 3.6-mile Special featured all the up and downhill canyons and slate trails most riders could handle, and many tires couldn't. Check-out came at 29.3 miles, and a 10-minute reset. The 36-mph speed continued, and the heavy winds caught many by surprise who took the liberty to put a wheel or two off the ground, as riders were literally blown off the course.

As the ribbon wound back to Government Peak then south toward Randsburg, numerous riders got lost. The 38.9 mile check caught many riders by surprise. The speed dropped to 24 mph heading back to the pit area. Just when riders thought they had finished, with camp in view, the course turned east toward Red Mountain and traversed several steep slate outcroppings and several extra-long up and downhills.

At the Snider Slate Mine, riders this time snared the real finish at 44.9 miles. It was not known at press time whether the problem in loop two was a poorly marked area or that the high winds blew down-marker/arrow turns. In any case, checks 10 and 11 were thrown out to compensate the affected competitors.

Daniels zeroed the more difficult second loop, dropping his only point on loop one. Casaga, sponsored by Body Glove, was the first of the three-point scorers.

Other class winners were Big Bear Trail Rider's Jim Bollingme, who aced the Open AA Vet class at 3.193, coming in third overall, and Granada Yamaha's Randy Pretzer, with a 3.208 score that netted fourth overall and first 250cc A class. Willy Kennedy came in at fifth overall, first Open A, with a 3.251 score.

The Kiduro drew 29 entries, split into two classes, the seven and under and the eight and older group, each with their own course. There are no winners here, just good fun and contingencies.

Results

TWO-LOOP OVERALL: 1. Rick Daniels (Hus); 2. Tony Casaga (Yam); 3. Jim Bollingmo Jr. (Yam); 4. Randy Pretzer (Yam); 5. Willy Kennedy (Hus); 6. Jack Simmerman (Yam); 7. Mike Hastings (KTM); 8. Steve Bebeck (Yam); 9. Skip Cristy (KTM); 10. Dean McCoy (KTM).
OPEN AA: 1. Rick Daniels (Hus); 2. James Bortree (Hus).
OPEN AA VET: 1. Jim Bollingmo Jr. (Yam).
OPEN A: 1. Willy Kennedy (Hus); 2. Jack Simmerman (Yam); 3. Mark Anderson (Yam).
OPEN A 4-STRK: 1. Skip Cristy (KTM).
OPEN B: 1. John Uhern (KTM); 2. Kirk Smith (Hon).
OPEN C: 1. Joe Tabush (M-S).
250 A: 1. Randy Pretzer (Yam); 2. Mike Hastings (KTM); 3. Al Horvath (Yam).
250 A VET: 1. Dean McCoy (KTM); 2. Jack Labrum (Yam).
250 B: 1. Dave Twogood (Kaw).
200 A: 1. Tony Casaga (Yam); 2. Rob Bush (Kaw).
200 A VET: 1. Steve Bebeck (Yam).
200 B: 1. Scott Crawford (Yam).
ONE-LOOP OVERALL: 1. Mike Bonnett (Yam); 2. Erik Cook (Suz); 3. Craig Flanders (Hon); 4. John Gorman (Hon); 5. Joey Toste (Yam).
BEG: 1. John Gorman (Hon); 2. Leon Dent (Yam); 3. Jim Flanders.
125 C-16: 1. Erik Cook (Suz); 2. Craig Flanders (Hon).
MINI A: 1. Lori Bortree (Yam).
MINI B: 1. Mike Bonnett (Yam); 2. Joey Toste (Yam).
MINI C: 1. Kevin Cleland (Yam); 2. Cathy Brown (Yam).

Walden wins at Willow RR

By Micheal Green

ROSEMOND, CA, NOV. 10

Since November 10th was the 100th birthday of the motorcycle, the California Vintage Racing Group (CVRG) thought it appropriate that the last round of their Championship Vintage Series be held on that date at Willow Springs Raceway. David Walden on the Mill Station Triumph T100R came home the winner with a narrow margin of victory over Motorcycles Unlimited's 350 Manx Norton with Craig McLean at the controls.

Due to the 100-year anniversary, West Coast British brought out something of interest from it's northern California based shop, the winning machine of the 1929 Senior TT at the Isle of Man. The bike is a 1929 Ex-Works Model-90 493cc Sunbeam. During it's winning run, Charlie J.P. Dodson finished at a record speed, and also upped the lap record to 73.55 mph around the 37 and 3/4-mile road course. CVRG secretary Mike Green (and now number one plate holder for 1985), rode the Sunbeam for a lap of honor to help celebrate the anniversary during the lunch break. And then the racing began with 13 machines lined up on the grid, most trying to finish for the valuable championship points.

As the flag dropped, so did Walden's clutch as his Triumph burst from the start to grab the lead. With Willow Springs being a horsepower track, the Triumph was quite at home, and quickly pulled a good lead on the smaller machines. However, the rest of the pack was still bunched up through the first four turns, then thinning out down the backstraight.

Not far behind in the 250cc class, the overall point leaders were doing battle. Fred Mork on the Mork Racing Aermacchi CRTT had pulled out a small lead over points leader Green with the Hap Jones/West Coast British Ducati, but Green's charge was short-lived as he had ignition problems entering turn nine on lap one, giving him his first DNF of the year, but still leaving him with the Overall CVRG Championship and the 250cc class honors. Michele Bisson, aboard the Mork Racing Ducati Yetman, was now in hot pursuit of her sponsor, Mork, and in the process, was passing other 250 and 350cc machines. Soon after passing Chris Quinn's Wheel Works Ducati 250, his fuel

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PHOTO BY LEE DENLINGER

Jack Baken (95) dices with other Veteran Novices during the first Veteran's Day Veteran MX National at San Hill Ranch. Baken (Hus) took second place behind Craig Watts (Hon).

tank split in turn two and put him out for the day, leaving him with only a one point safety margin if Bisson placed second or worse.

As the up front battle raged on, McLean was closing on Walden's now sour-sounding Triumph, but his charge came a bit too late.

Swiss Niederberger from Canada was a steady third overall on a BSA Goldstar for sometime, but the hard-charging pair of Mork and Bisson were now gaining on the Canadian as they lapped slower traffic. Number two in the points, Mike Canepa, was also having a bad day, as his 250 Ducati was also feeling the strain of 15 races (11 for points), dropping back to ninth overall, but tying Mork for second in points at the day's end.

Carmen Lynaugh, on the Hap Jones/Avon Tyres/West Coast British Ducati 350, was now settling in on the machine she'd never raced before and had out-horsepowered Mary Rock's AIR Kawasaki, and was closing on Canepa, but sadly had to settle for third in the 350cc class behind McLean and Henry Deaton (another Mork Racing Ducati). As the eight lap race wound down, Bisson finally had lost the TD1 Yamaha of Norm Douhit, Deaton and the Triumph of Ken Heuser, leaving her with some breathing space to slow if she had to. She wasn't slowing, however, but gaining on Mork with only one lap now left. Bisson was unable to close enough for a pass so she settled for second and her best finish of the year, plus fourth overall in points.

Results

OVERALL: 1. Dave Walden (Tri); 2. Craig McLean (Nor); 3. S. Niederberger (BSA).
250: 1. Fred Mork (Aer); 2. Michele Bisson (Duc); 3. Norm Douthit (Yam).
350: 1. Craig McLean (Nor); 2. Henry Deaton (Duc); 3. Carmen Lynaugh (Duc).
500: 1. Dave Walden (Tri); 2. S. Niederberger (BSA); 3. Ken Heuser (Tri).

Vets tackle Sand Hill mud

By Lee Denlinger

BRENTWOOD, CA, NOV. 10

It was survival of the fittest as over 60 old timers, vets, and support riders coaxed their machines through knee-deep mud and mire at the first Veteran's Day Vet MX National at Sand Hill Ranch (Cycle Gear/Cycle Riders Supply-Fairfield/Hi-Point Racing Products/Vallejo Chrysler-Plymouth-Dodge/Sport Track Co.).

The key to winning was making it around all the laps on the track, a feat only one of the Novice old timers was able to pull off in both motos. Yamaha rider Howard Womack took the overall win, but not without a contest. Elmer Riddle was looking good at the start as he fishtailed his Honda up the hill to attack the first turn, closely pursued by Womack. In a spray of mud, the pack trekked down the slope, slipping and sloshing through the straightaway toward the far hill. While Riddle and his cohorts got bogged down in the mud, Womack made it through and lapped the field to take the win. With flagmen doubling as pit workers, Riddle's machine was pried loose from the tacky clay and Riddle hobbled around the track to take second overall.

The Intermediate old timers fared better, with six in a field of 11 completing both motos. Husky rider Ernie Starr took the overall win, with Jim Boyd's Yamaha persevering to take second overall. Starr led the field for four laps, then bit the mud while Suzuki rider Jim Ricci Sr. and Boyd took advantage and sloshed past the fallen rider. In the second moto, Starr kept his bike upright and took the win. The boobie prize went to Larry Parker, who side-swiped the flagged boundary rope after the second turn. After unthreading the rope from his rear axle, Parker encountered a burnt-out clutch.

"This is the most fun I've had in a long time!" exclaimed Expert old timer Dick "Bugsy" Mann. Undaunted by track conditions, Mann made it all look so easy as he plowed his wife's Yamaha-powered DMS to take the overall win. Yamaha rider Steve Machado took the second slot after Bill McClinton spun out on a slippery off-camber turn.

While Honda rider Craig Watts took the overall win in the Vet Novice class, second place was up for grabs. Husky rider Jack Baken had a solid second in the first lap, but Frank Carevich edged his Kawasaki past Baken and held on to the finish. In the second moto, Carevich trailed Watts the entire way, leaving Baken a distant third. D.W. Durward pushed his Yamaha into second place in the third moto, with Husky rider Bob Milano in muddy pursuit. Carevich's Kawasaki lagged behind to place a distant fifth in the moto, but placed third overall, leaving Baken to place second overall.

Husky rider Rory Muscatell had no trouble taking the overall win in the Vet Intermediate class. With only five of the 12 starters finishing all three motos, survival on the track determined the place winners. In moto one, Muscatell dominated while Suzuki rider Mark Arthur moved into second, taking advantage when Dan Nelson's Suzuki spun a doughnut on a slick slope. In the second moto, Kawasaki rider Ed Smith had a momentary first-place position until the mud defeated him. Passed by Muscatell and Arthur, the two rode upright to take first and second-place wins. The field narrowed to five starters by the third moto. Kawasaki rider Ed Smith got a poor start, but took advantage of the conditions and passed fallen riders Mike Gildersleeve (M-Star) and Suzuki rider Peter Cruttenden on the second lap. Smith held on to take second place in the moto, but a 5-6 in the first two motos gave him a fourth overall. Arthur took second overall with a 3-4-3 in the motos.

Yamaha rider Steve Ferroni's 1-1-1 tally gave him first overall in the Vet Expert class. Ferroni got the holeshot, but was sprayed by three riders as they passed him on the ground in the second lap of the first moto. Ferroni remounted and picked the riders off one-by-one. It was a Ferroni-Broby (Hon) contest to the finish, with Ferroni prevailing. In the second moto, Ferroni, Broby, and KTM rider Powell completed all six laps, while the other four starters spent most of their time digging themselves and their machines out of the mud. Six of the seven starters made it through all the laps in the third moto. Ferroni took an easy first at the start and left the others to fight the track. Can-Am rider Alan McGevee trod his way around for a second place in the moto, but his 5-8-2 scores placed him fourth overall. Broby came from a sixth-place start to finish third, and his 2-2-3 score gave him second place overall. Powell took third overall with a 4-3-4 score.

Results

OT EX: 1. Dick Mann (Yam); 2. Steve Machado (Yam); 3. Bill McClinton (Yam).
OT INT: 1. Ernie Starr (Hus); 2. Jim Boyd (Yam); 3. Jim Ricci Sr. (Suz).
OT NOV: 1. Howard Womack (Yam); 2. Elmer Riddle (Hon); 3. Dennis Pangburn (Suz).
VET EX: 1. Steve Ferroni (Yam); 2. Wes Broby (Hon); 3. Russ Powell (KTM).
VET INT: 1. Rory Muscatell (Hus); 2. Mark Arthur (Suz); 3. Peter Cruttenden (Suz).
VET NOV: 1. Craig Watts (Hon); 2. Jack Baken (Hus); 3. Frank Carevich (Kaw).
SUPPORT NOV: 1. Travis Brown (Yam); 2. D. Lockrem; 3. Roger Newman (Hon).
SUPPORT INT: 1. Jim Dallara (Hon); 2. Brad Kotsaris (Kaw).
SUPPORT EX: 1. Mike Newman (Hon).
MINI NOV: 1. Jason Quintana (Yam); 2. Rich Coppage (Yam); 3. Derek Seliy (Kaw).
MINI INT: 1. Jason Warren (Kaw).

Naughton takes Firebird thriller

By Michael Ross

CHANDLER, AZ, NOV. 10

Robert Naughton traded wins with Bobby White today and took the overall by virtue of his second-moto victory in the 250cc Expert class. Clear skies and moderate temperatures brought a record number of racers to Firebird Motocross Park for the second round of the Arizona State Championship. White, sponsored by Sunnyslope Honda, and Naughton and his CR sponsored by Oakley and Gear Racewear, squared off in moto one for the first time since White nipped Naughton at Deer Valley. After a race-long dice, White took the checkered flag with Naughton in second.

The second moto was every bit as exciting, only this time Naughton turned the tables on White and took the win.

Dennis Parker continued his winning ways by having a perfect day on his Yamaha World-sponsored YZ in the 125cc Expert class, while Chappy Blose got gold in the Open Expert class with a 1-1 finish on his Dirt Unlimited ATK.

Don Tistle made it look easy by winning both motos of the 250cc Novice class that gridded 22 riders. First-turn action was hot and heavy with many racers, but Tistle kept his Dirt Unlimited Kawasaki on two wheels for the checkered flag.

In the 125cc Amateur class, Curtis Culbert brought his Trans-Am Cycle-sponsored Suzuki to the winner's circle in spite of a determined effort from Chris Rogers in the first moto and Wes Parker in the second. Rogers (Kaw), backed by Gear, DMC, Scott, Kal-Gard and Circle Industries, could only manage fifth overall with problems in moto two. Parker got third overall for his efforts on a strong-running YZ from Yamaha World.

Results

JR CYCLE/PEE WEE: 1. Brian Cook (Kaw); 2. Eric Farleigh (Hon); 3. Ivan Vesely (Kaw).
MINI BEG: 1. Doug Shadd (Kaw); 2. Aaron Hernandez (Hon); 3. Chris Wickersham (Kaw).
MINI NOV STK: 1. Scott Connelly (Hon); 2. Scott Carnell (Kaw); 3. Shawn Cisco (Kaw).
MINI NOV MOD: 1. Scott Connelly (Hon).
MINI INT STK: 1. Matt Lauerman (Kaw); 2. J.J. Tunnell (Kaw); 3. Pete Wickersham (Kaw).
MINI AM MOD: 1. J.J. Tunnell (Kaw); 2. Justin Jaurequi (Kaw); 3. Toby Holden (Kaw).
125 BEG: 1. Matt Weaver (Kaw); 2. Kris Tower (Kaw); 3. Craig Neilson (Kaw).
125 NOV STK: 1. Jerry Tistle; 2. Deano Connor; 3. Tad Davis.
125 NOV MOD: 1. Stuart Kelley (Kaw); 2. Paul Reed (Hon); 3. Chris Strong (Yam).
125 AM MOD: 1. Curtis Culbert (Suz); 2. Mike Bailey (Kaw); 3. Wes Parker (Yam).
125 AM STK: 1. Curtis Culbert (Suz); 2. Jerry Stuart (Kaw); 3. Wes Parker (Yam).
125 EX: 1. Dennis Parker (Yam).
250 NOV: 1. Don Tistle; 2. Biff Barner (Suz); 3. Chris Nuckols (Hon).
250 AM: 1. Jeff Smith (Kaw); 2. Chris Rogers (Kaw); 3. Day Jackson (Hon).
250 EX: 1. Robert Naughton (Kaw); 2. Bobby White (Hon); 3. Scott Davis (Yam).
OPEN AM: 1. Jeff Conradson (Hon); 2. Lacy Covert (Hon); 3. Ken Wood (Hon).
OPEN EX: 1. Chappy Blose

Yeo, Rogers wild at Woodland

By Derryl Anderson

WOODLAND, WA, NOV. 10

Troy Yeo (Hon) put away the competition in the Open class while Darren Rogers (Hon) dominated two out of three motos to take the overall for the day in the 125cc class scrambles held at the Woodland Motocross Park.

Moto one in the Open class saw Mike Niday, Jeff Haga and Yeo, all on Hondas, shoot off the line around the sweeper and over the jump three abreast. Coming out of the east corner first was Niday, Haga and Yeo, followed by Dave Thomas, John Brosseau and Dan Dickinson (Yam). In the right-hander Yeo made an unbelievable pass on Niday and Haga to fly into the lead. Haga also passed Niday while the rest of the pack played catch-up. On the last lap, Yeo slowed a little, but hung on for the moto win ahead of Haga, Niday, Thomas and Dickinson.

In moto two, Yeo and Haga ran wire-to-wire in that order. Meanwhile, Brosseau, Niday and Thomas battled fiercely, changing positions several times a lap. At the finish it was Yeo, Haga, Thomas, Brosseau, Niday and Dickinson.

Moto three caught Yeo napping at the line as four riders held the Honda pilot back. Thomas led for one lap before falling behind Niday and Haga. Yeo passed Brosseau and put together a charge that took him into second by lap three. On the next lap, Yeo pitched it into the sweeper high and wide, then passed Niday going over the jump. With two laps to go Yeo pushed to a 30-yard lead on Niday, who had the same advantage over Thomas. The order at the end of the final moto was Yeo, Niday, Thomas, Brosseau, Haga and Dickinson.

In the 125cc class first moto, Woodland regular Todd Geary (Champion Cycle Center KTM) took the lead followed closely by Darren Rogers (Hon). These two riders, to the delight of the crowd, fought tooth-and-nail all day long. In order behind Rogers was Craig Rudge, Richard Holmason (Hon), Chris Clark (KTM) and Lance Rudge (Kaw). Geary ran wire-to-wire, but Rogers was all over him the

PHOTO BY KATHY NEMECEK

Frank Schiroma (58L), Chris Ewing (69) and Christopher Wharton (66W) lead the start of a CMC 125/250cc Beginner moto at Carlsbad.

entire moto. Clark eventually passed Holmason, as did Rudge. The finish of moto one read Geary, Rogers and Craig Rudge.

Rogers took the lead in moto two followed by Holmason, Geary, Jeremy Skokan, Clark and Lance Rudge. Geary dove inside to take over second. Skokan had trouble and faded to the rear while Rudge passed Clark to take the fourth position behind Holmason. On the next lap, while trading places twice, Rudge and Clark passed Holmason. By now Rogers had a commanding lead, with Geary pursuing him. Moto two finished with Rogers, Geary, Rudge and Clark leading the rest of the pack.

Moto three saw Rogers again get the holeshot over Geary. Clark was close in third while Skokan, Rudge and Rudge ran three abreast. After stringing out, Craig Rudge and Skokan faded back to have their own battle. Rogers had a good lead over Geary while the two of them left the rest of the pack. The race ended with Rogers in front, followed by Geary, Clark and a very close Rudge.

In the 250cc class, Jeff Miles (Yam) had a terrific day. Miles got the scratch and led wire-to-wire in all three motos. Behind him were Dave Thomas (Hon), and Kawasaki riders Mike Hanson and Jeff McGaughey. The 250cc overall went Miles, Thomas, Hanson and McGaughey.

Results

WEE PEE WEE: 1. Joshua Lynn (Yam); 2. Joshua Currey (Yam); 3. Cory Dickinson (Yam).
MINI: 1. Troy Hutson (Yam); 2. Rick Smith (Hon); 3. Ryan Anderson (Kaw).
125: 1. Darren Rogers (Yam); 2. Todd Geary (KTM); 3. Chris Clark (KTM).
250: 1. Jeff Miles; 2. Dave Thomas; 3. Mike Hanson.
OPEN: 1. Troy Yeo (Hon); 2. Jeff Haga; 3. Mike Niday.
OPEN 4-STRK: 1. Dan Dickinson (Yam); 2. Becky Schneider (Yam).

Valdez supreme at Carlsbad MX

By Kathy Nemecek

CARLSBAD, CA, NOV. 17

Seemingly uninhibited by a wet, muddy track, Suzuki-mounted Gilbert Valdez dominated the 250cc Intermediate class at Carlsbad Raceway today.

At the first start of the combined Pro and Intermediate moto, Valdez lead the 250cc Intermediates out of the gate, with Fred Willert and Lee Bacon, both on Suzukis, in pursuit. By the second lap, Valdez had established a huge lead and easily outdistanced all challengers to wind up with the first-moto win. Bacon and Willert diced the entire moto and finished second and third, respectively.

The second moto was a replay of the first, with Valdez convincingly scoring another moto victory for first place overall. Willert stayed on Bacon's tailpipe the entire second moto and was awarded another third for third place overall. Bacon ended the day 2-2 for second overall.

Yamaha-mounted Ti Schwartz, riding flawlessly, walked away with both motos of the combined Pro classes. Schwartz holeshot both motos and quickly put a comfortable 30-seconds between himself and the rest of the pack. On both motos, Scott Larson held off fellow Yamaha 500 rider Chris Shaw for a 2-2 tally on the day. Shaw managed a 3-3 tally for third overall.

In 125cc Junior action, Honda rider Bob Wolleson rode to a 1-1 day for the overall class victory. In the first moto, Wolleson led the 125s out of the gate and surged to a five-bikelength lead. Kawasaki-mounted Brian Neyhard diced with Rob Ralph for second place, but could not hold on and settled for a third.

Ralph led the pack out of the gate in the second moto, but faded after a third-lap pass by Wolleson. Neyhard overtook Ralph for a second-place moto finish, and second overall. Ralph's 3-3 tally earned him third overall.

Honda rider Chuck Ewing clinched the 250cc Beginner title by virtue of his overwhelming 1-1 moto victories. Frank Shiroma (2-2) and Chris Hicks (3-3) rounded out the top three.

Chris Keflas on his Yamaha took the day's win in the Mini Beginner class, with Michael Nicholas and Jesse Schmidt rounding out the top three.

Results

OT: 1. Bob Totten (Hon).
500 JR: 1. Noel Woolard (Kaw); 2. Greg Boyce (Kaw); 3. Bill Sipes Jr. (Hon).
250 JR: 1. Ron Buccieri (Yam); 2. Roger Coben (Kaw); 3. Kelly Myers Jr. (Hon).
125 JR: 1. Bob Wolleson (Hon); 2. Brian Neyhart (Kaw); 3. Rob Ralph (Hon).
250 BEG: 1. Chuck Ewing (Hon); 2. Frank Shiroma (Yam); 3. Chris Hicks (Yam).
125 BEG: 1. John Emerson (Hon); 2. Steve Larson (Hon); 3. Mark Richardson (Hon).
500 BEG: 1. Erik Brown (Yam).
500 PRO: 1. Scott Larson (Yam); 2. Chris Shaw (Yam); 3. Joe Stern (Yam).
250 PRO: 1. Ti Schwartz (Yam); 2. Dave Eropkin (Suz); 3. Jim Rutherford (Kaw).
500 INT: 1. Timothy Regrut (Kaw).
250 INT: 1. Gilbert Valdez (Suz); 2. Lee Bacon (Suz); 3. Fred Willert (Suz).
125 INT: 1. Frank Ruff (Hon); 2. Bobby Williams (Kaw).
MSTR: 1. Robert Dykams (Yam); 2. Mark McAdams (Yam); 3. Frank Thomason (Kaw).
INT MINI: 1. Spenser Sharp (Kaw).
BEG MINI: 1. Chris Kefalas (Yam); 2. Michael Nicholas (Yam); 3. Jesse Schmidt (Yam).

Young victorious at Ascot MX

By Jan Boice

GARDENA, CA, NOV. 8

Yamaha rider Chris Young won both action-packed 125cc Intermediate motos to take the overall victory at the last regular CMC Friday night motocross of the year at Ascot Park. Some track changes were left in place after the Trans-Cal supercross, and the riders almost unanimously voted it a more technical and much-improved track.

Kawasaki-pilot Brian Belew was the swiftest off the line at the start of the first 125cc Intermediate moto. Nebraska rider Kevin Maret (Hon) was running a very close second until a hard bail over the infield doubles dropped him to the back of the pack. Young moved up to second, with Skip Godinez (Kaw) in third and Danny Barnett (Hon) in fourth. On the second lap, Godinez made a determined charge around Young over the crashwall doubles, but Young reclaimed his position over the rockers and set his sights on Belew. Two laps later, Young had caught Belew and passed him to take the first-moto win.

Young got the second-moto holeshot, with Maret in second, Barnett in third, and Godinez working his way to fourth. The riders took the checkered flag in that order. Young bagged the overall, Maret took a second with a 5-2, and Barnett 4-3 was third.

Steve Coster (Hon) shot out of the gate at the start of the first 250cc Intermediate moto, with Steve Sequiera (Kaw) and Rialmir Bertogna (Hon) in tow. First-lap action saw Sequiera slide down while Chris Boice (Hon) worked his way by Bertogna and started out after Coster. At the start of the second lap, Coster flew over the bars on the crashwall doubles and gave Boice an easy four-lap cruise to the finish line. Jeff Healey (Hon) mounted an impressive onslaught through the field after a poor start and finished second, with Bertogna coming across the line third.

Coster repeated his holeshot in the second moto, with Boice, Chris La Form (Yam) and Jun Okazaki (Hon) in line right behind him. Healey again had to fight through the pack and had worked his way up to third by the end of the second lap. Coster and Boice rode a four-lap hare and hound, with Boice chasing Coster right to the flag. Boice's 1-2 earned him the overall win, making him the only double winner of the night as he also took the overall in the 500cc Intermediate class. Healey's two slow starts ended up as second overall, and Sequiera's 5-4 gave him third overall.

Kawasaki-mounted Guy Deckert led the 21-rider contingent of 125cc Juniors off the line, but, by the second lap, Honda rider David Wodaszewski was right on Deckert's tail. On lap three, Brian Slumskie (Hon) joined the two leaders and an intense three-man race for first ensued. The three riders battled right to the line, with Deckert coming out on top, Wodaszewski second, and Slumskie third by a wheel.

Wodaszewski got the second-moto start, followed by Tim Inman (Suz), Slumskie and Deckert. Wodaszewski had a comfortable lead until Bill Auberlen (Kaw) came flying up through the pack and started nipping at Wodaszewski's rear fender. Auberlen ran out of time and had to settle for a very close second, while Slumskie rode the entire moto in third. Wodaszewski's 2-1 gave him

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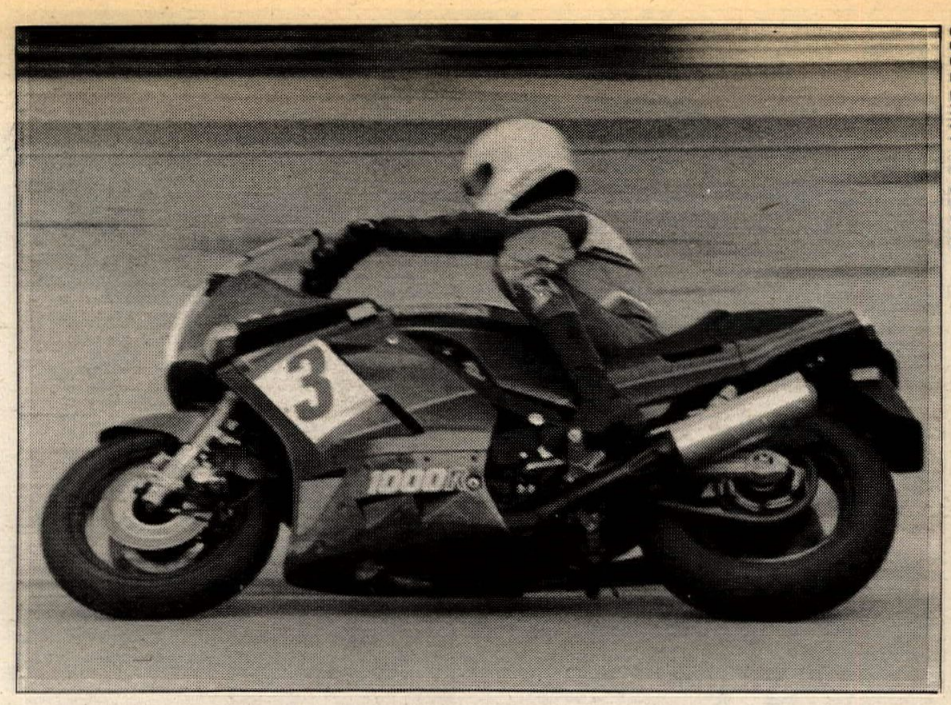


PHOTO BY MIKE ROSS

Greg Wing won the Stock Production A race at Arizona's Firebird Raceway aboard a new 1986 Kawasaki GPz1000R from Motorcycle Marine.

the overall victory, Slumskie's 3-3 earned him a second overall, and Deckert was third with a 1-7.

Cagiva factory rider Ron Turner dominated the 500cc Pro class, taking the holeshot in both motos and running away with the lead. Shawn Tracy was second overall with 3-2 moto finishes, and Craig Hofmeister was third with a 2-3.

Results

80 BEG DIV 1: 1. Kurt Rood (Kaw); 2. Jeff Griffin (Hon); 3. Jonathan Knight (Kaw).
80 BEG DIV 2: 1. Richie Sherman (Hon); 2. Norman Gaumond (Yam); 3. Andrew Rasmussen (Yam).
80 JR: 1. Travis Musselman (Kaw); 2. Eddie Gaumond (Yam); 3. Fred LaValley (Kaw).
80 INT: 1. Sloan Cooper (Yam); 2. Guy Deckert (Kaw); 3. Kevin Bussey (Kaw).
80 EX: 1. Colin Karcher (Yam); 2. Craig Miller (Kaw).
125 BEG DIV 1: 1. Jimmy Wilkey (Kaw); 2. Jim Connor (Yam); 3. Chris Overland (Kaw).
125 BEG DIV 2: 1. David Lockhart (Hon); 2. Robby Kelsey (Yam); 3. Bryan Reynolds (KTM).
125 JR: 1. David Wodaszewski (Hon); 2. Brian Slumskie (Hon); 3. Guy Deckert (Kaw).
125 INT: 1. Chris Young (Yam); 2. Kevin Maret (Hon); 3. Danny Barnett (Hon).
125 PRO: 1. Willie Surratt (Hon); 2. Tim Rutherford (Kaw); 3. Ron Turner (Cag).
250 BEG DIV 1: 1. Chris Hicks (Yam); 2. Bryan Tenberge (Kaw); 3. Frank Shiroma (Yam).
250 BEG DIV 2: 1. Wayne Schriver (Kaw); 2. Tommy Hunter (Hon); 3. Andrew Van Heuven (Kaw).
250 JR: 1. Tim Tucker (Yam); 2. Ron Buccieri (Yam); 3. Mitch Boehm (Kaw).
250 INT: 1. Chris Boice (Hon); 2. Jeff Healey (Hon); 3. Steve Sequeira (Kaw).
250 PRO: 1. Russ Wageman (Yam); 2. Willie Surratt (Hon); 3. Dave Graff (Hon).
500 BEG: 1. Todd Barsby (Hon); 2. Chris Wilenski (Hon); 3. Gary Schrechengost (Hon).
500 JR: 1. Scott Kinner (Hon); 2. Rex White (Kaw).
500 INT: 1. Chris Boice (Hon); 2. Larry Gross (Yam); 3. John McGinnis (Hon).
500 PRO: 1. Ron Turner (Cag); 2. Shawn Tracy (Hon); 3. Craig Hofmeister (Hon).
VET JR: 1. Rick Glass (Hon); 2. Charles Brewer (Suz); 3. James Sheppard (Mai).
VET INT: 1. Karel Kramer (Kaw).
VET MSTR: 1. Ross Maeda (Suz); 2. Robert Johnson (Hon).

Williams takes in at Firebird RR

By Michael Ross

CHANDLER, AZ, NOV. 10

Rick Williams, aboard his self-sponsored RZ350, scored the win in Stock Production D and second overall in the Stock Production race by beating the best efforts of Norm Benedum on an RZ350 sponsored by Rising Sun Cycle at Firebird today. Mike Williams, (no relation to Rick) left everyone in the Stock Production C class aboard his 600 Ninja. With no competition, Williams entertained himself by seeing how sideways he could get while exiting slippery turn 12. About half a lap back, Michael Ross, on his self-sponsored 550 Yamaha, held down the second spot in C Stock.

Stock B competition belonged to Rick Tetrick on his FZ750 Yamaha. Tetrick also took home gold in Superstreet and Formula One. Tetrick taunted the locals with, "If you want some of these (trophies) back come on up to Denver."

Stock A was a relatively uncontested class as Greg Wing got some track time on his brand new GPz1000 R from Motorcycle Marine.

The Vintage class hosted one of the best races of the day between Craig Skinner and John Scott, both aboard Triumphs. The two were very evenly matched with Scott having a little more horsepower down the straightaway and Skinner the edge in the turns. At the green flag it was Scott first into turn one, but by lap two Skinner was in first. Lap three saw the lead change again. In fact the lead would change every lap of the 10-lap event, with Skinner taking the win.

The Superstreet race was a very hectic affair as Mike Williams got the holeshot into the first turn on his 600 Ninja, only to have the Yamaha of Bob Smith put him into second. Smith was charging on his FJ600, but Williams wouldn't take no for an answer and attempted a pass in the "S" turns, but they made contact and both bikes went down. The corner workers were right on top of the accident under the direction of Chief Steward Mike Mahoney, who red-flagged the race.

At the restart, Willie Adams pulled a big lead on Wing's 1000R. Adams went on to win Superstreet, but there was plenty of dicing going on behind him as Jeff Franks, Tim Bergstrom and Tom Dahl debated first and second in Superstreet D. Randy Denza and David Wright went at it all race long even though they were in different classes. There was a definite dog fight in Superstreet B among Brian Enos, Dennis Scully and Rob Leatham. These three changed positions several times during the 10 laps. At the checkered flag, Adams was first by a considerable margin in Superstreet A. Tetrick took the win in Superstreet B with David Wright getting second. Third went to Brian Enos with Scully and Leatham rounding out the top five.

Superstreet D winner Franks had Bergstrom and Dahl in tow at the checkered flag. Gary Kozuma and Marlin Bialls finished one-two in Superstreet C.

Results

STK PROD A: 1. Greg Wing (Kaw).
STK PROD B: 1. Rick Tetrick (Yam); 2. Lance Baker; 3. Knut Jensen.
STK PROD C: 1. Mike Williams (Kaw); 2. Mike Ross (Yam); 3. Gary Kozuma.
SS A: 1. Willie Adams (Kaw); 2. Paul Petrocelli (Suz); 3. Randy Denzer.
STK PROD D: 1. Rick Williams (Yam); 2. Norm Benedum (Yam); 3. Jeff Franks.

SS B: 1. Rick Tetrick (Yam); 2. David Wright; 3. Brian Enos.
SS C: 1. Gary Kozuma; 2. Marlin Bialls; 3. Robert Bennis (Yam).
SS D: 1. Jeff Franks; 2. Tim Bergstrom; 3. Tom Dahl (Yam).
F-1: 1. Rick Tetrick (Yam); 2. Paul Petrocelli (Suz); 3. Randy Denza.
F-2: 1. Brian Enos; 2. Rob Leatham; 3. Robert Bennis (Yam).
F-3: 1. Tim Bergstrom; 2. Jeff Franks; 3. Tom Dahl (Yam).
BoTT: 1. John Scott (Tri); 2. Jeff Homolka.
VINTAGE: 1. Craig Skinner (Tri); 2. John Scott (Tri); 3. Steve Bernard (Hon).

Cloutier triumphs at Nevada MX Championship

By Moto-Depo

STEAD, NV, NOV. 3

The normal series turnout in Nevada was highlighted by the appearance of Trans-Cal Series ace Allen Berluti, mounted on an Allen Bray-sponsored M-Star. The Open and 250cc Pros rode in a combined race with a staggered start. Before the start, Berluti, riding an Open class bike, announced, "My goal is to pass all the 250s and gain half a lap on the field." Current series points leader Jeff Cloutier, on a 250 Suzuki from Michaels Cycle in Carson City, Nevada, had other plans.

Cloutier timed the start just right in the first moto and was moving away from the rest of the field at a fast pace. Berluti took an immediate lead in the Open class, passing most of the field before the finish of the fourth lap. It was beginning to look like he would have no problem living up to his goal. He continued to move up until he was in fourth overall with only Husky-mounted White's Cycle-sponsored Butch Stillmock, Rick Woodson and Cloutier in front. At this point Berluti had his work cut out for him. Stillmock and Woodson were dicing for second and Berluti couldn't find a way around.

At the halfway point, Woodson dropped off the pace and Stillmock took control of second. A lap later Berluti passed both riders and set his sights on Cloutier. He tried to reel in Cloutier, but at the finish of the moto, Cloutier was in first with a big lead, Berluti finishing second overall, first Open class, with Honda rider Beau Hibdon second Open.

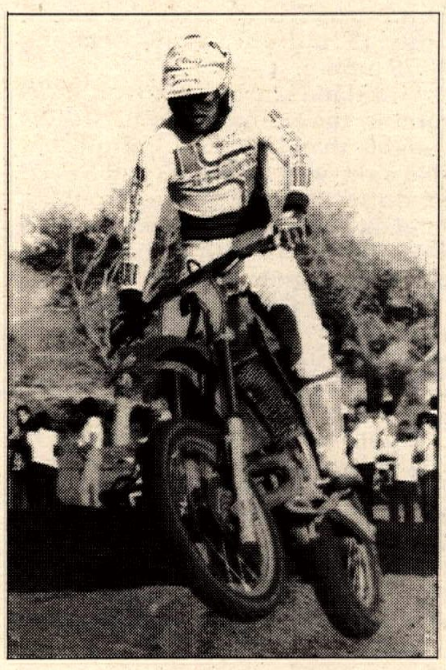
During the second moto the Opens were started first, followed by the 250s. Now it was Berluti's turn to stay ahead of Cloutier. Both riders were in front of their respective classes, and by midrace, Cloutier was about 30 seconds behind Berluti. Everyone felt this would be the order of finish, but on the next lap, Cloutier came around in first, followed by Hibdon. Berluti had laid it down on the back part of the course and dropped back to third. Berluti was pushing hard to recapture the lead when he lost it off a jump, injuring his elbow and dropping out, leaving Cloutier with a well-deserved overall win.

In 125cc Pro action, Mark Nason (Carson City Kawasaki), got the holeshot with Rick DeCarlo (Michaels Cycle) right behind. At the midway point, DeCarlo dropped his bike and Honda-mounted David McCombs moved into second. The action got furious in the next-to-last lap. Nason bobbled, and McCombs got by for the lead. Nason, refusing to settle for second, took the lead back. McCombs tried to get around, but had to settle for second behind Nason.

In the second moto, Nason again got the holeshot, followed by DeCarlo and McCombs. By the end of the moto, DeCarlo hd faded into third, putting McCombs in second. So, the finish was the same as moto one, with Nason first and McCombs second.

PHOTO BY HERMALENE

Jeff Cloutier (above) won the championship while Allen Berluti (below) took second overall.



In Vet Expert competition, KTM-mounted Rich Thorwaldson got the holeshot, with Rob Nichols and Richard Hansen in tow. But no one could catch Thorwaldson, who ran away with the win. In the second moto, Hansen got the holeshot, followed by Thorwaldson. Thorwaldson took the lead on the second lap, Hansen challenged for one lap and then dropped back. Thorwaldson won the second moto as well as the overall.

In Old Timer Expert action Stan Mill's Honda got the holeshot, but Russ Wyant, a newly-turned Old Timer, took an early lead over Michaels Cycle Works rider Wylie Wilson. At the midway point, Wilson passed Wyant for the lead. A crash put Wyant back to third, where he spent two laps dicing with Old Timer points leader Tom Muto (KTM), for second. Muto prevailed and took second behind Wilson. In the second moto, Wilson took the holeshot and ran away with the day.

Sweetland back on top at Vulture 100

By Daryl D. Drake

WICKENBURG, AZ, NOV. 3

Garth Sweetland led all four laps at the Arizona Desert Racing Association's (ADRA) 11th Annual Vulture 100 desert race to take overall and Open Expert honors for the fifth time in the 1985 ADRA Desert Championship Series.

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PHOTO BY 3D PHOTOGRAPHY

Paul Bennett leads eventual winner Garth Sweetland off the start at the Arizona Desert Racing Association's 11th Annual Vulture 100.

Sweetland and his Desert Husqvarna/Spectro Oils/Hallman Racing Husqvarna XC500 covered a rough, dusty, 132 miles in 3:35:16, averaging 36.79 mph.

Sweetland said he had to run at 100 mph in the washes to do it. "It was rougher than last year's Vulture, but that's the way I like it," said Sweetland after the race. "No real troubles, but I did have the rear brake come off a couple of times in the rocks. Overall, it was a good, smooth race."

He added that his win was a nice prelude to his Baja 1000 attempt (teamed with Mark Hildebrand and Jamie Sims), as he loaded up his van and headed south to Mexico.

Going into this, the 11th race in ADRA's 1985 schedule, Sweetland led the Expert points race by just two points over Sunnyslope Honda's Mike Powers; with this win he widened the margin to 17 points. But he'll have to finish ahead of Powers at the series finale, the Sonoita to Rocky Point Hare 'N' Hound (December 7) to earn the number-one plate for 1986.

Powers had a good ride, running just out of Sweetland's dust and finishing four minutes back for second overall and the 250cc Expert win aboard his Sunnyslope Honda/Premier Cycles CR250.

Off the start, M-Star/Duralube/Nolans Action Cycle's Paul Bennett grabbed the holeshot on his GM500 and set a quick pace. But Sweetland was right behind him, and at about the three-mile mark, Bennett took the high line through a turn and Sweetland ducked inside and passed.

Powers, Scott Kindler (Hon), and 1985 ADRA number-one plateholder Hildebrand (Hus) also had caught Bennett by the end of lap one, but he then hung on to finish sixth overall, third Open Expert behind Hildebrand.

Bennett said he hadn't been able to practice enough for this one, but still retained his third place standing in the points race, staying close enough to win with a first overall at the final race.

Jeff Darland (Hon) had one of his best rides of the year, finishing third overall, second 250cc Expert, four minutes behind Powers. Hildebrand was next, ahead of fifth overall, third 250cc Expert Jamie Sims (Hus). Scott Kindler (Hon), Ryan Armitage (Hus), Jim Weaver (Can-Am) and James Dunlap (KTM) rounded out the top 10.

In the three-lap classes, Senior Expert Jerry Johnston led them around again on his Sun Valley Auto Body/Sunnyslope Honda/Dirt Unlimited CR500. His time of 2:56:24 put him in three minutes ahead of second overall and 250cc Amateur winner Tim Leehe and his Team Rainbro KTM 250. Senior Expert John Miller (Hon), 250cc Amateur Joe Johnson (Hon) and Senior Expert Rob Beggs (KTM) filled out the top five. In at eighth overall, Steve Thorn rode the EESI/AXO/Sunnyslope Honda/Dirt Unlimited CR500 Honda to the Open Amateur win. And clear back at 53rd overall, Chris Strang (Hon) picked up the 200cc Amateur trophy.

Topping the Novices was 200cc winner Todd Jordan (Cag) who finished 11th overall. Taking their class wins were: Open Novice Dave Jablonsky (Hon), Jon Heikkila (Kaw), 250cc Novice Dan Mies (Hus), 30+ Senior Veteran Robert Chadwick (Hon), 38+ Senior Veteran Al Forbes (Yam).

Mike Wadding grabbed the Dinosaur overall and Vintage honors aboard his trusty, rusty old Yamaha 500 by just two seconds over Classic winner Dan Loeffler (Yam).

Mini racing in the morning saw Brookie Jeffery (Kaw) beat Denis Hildebrand (Yam) by just 12 seconds for the Mini Amateur win, while Mini Novice winner Destry Abbott (Yam) had a good race going with Judd Denney (Hon) until the latter crashed.

Results

OPEN EX: 1. Garth Sweetland (Hus); 2. Mark Hildebrand (Hus); 3. Paul Bennett (M-S).
200 AM: 1. Chris Strang (Hon); 2. Wayne Ballerzak (Hon); 3. Ken Asch (Suz).
OPEN AM: 1. Steve Thorn (Hon); 2. Steve Garrison (Mai); 3. Rob Johnston (Hon).
200 NOV: 1. Todd Jordan (Cag); 2. Greg Casebeer (Hon); 3. Scott Core (Kaw).
OPEN NOV: 1. Dave Jablonsky (Hon); 2. Jeff Rogers (Cag); 3. Jeff Corbin (Cag).
38+ SR VET: 1. Al Forbes (Yam); 2. Leroy Johnston (Hon); 3. Joe Prosser (KTM).
200 BEG: 1. Eddie Nordstrom (KTM); 2. Stuart Hamer (Hon); 3. Phillip Brooks (Hon).
250 EX: 1. Mike Powers (Hon); 2. Jeff Darland (Hon); 3. Jamie Sims (Hus).
SR EX: 1. Jerry Johnston (Hon); 2. John Miller (Hon); 3. Rob Beggs (KTM).
250 AM: 1. Tim Leehe (KTM); 2. Joe Johnson (Hon); 3. David Kocchi (KTM).
SR AM: 1. Jon Heikkila (Kaw); 2. Gerard Freedman (Kaw); 3. Jerry Smith (Yam).
250 NOV: 1. Dan Mies (Hus); 2. Mark Harrison (Kaw); 3. Rodney Hayes (Yam).
30+ SR VET: 1. Robert Chadwick (Hon); 2. Dave Alexander (Hon); 3. Steve Weinstein (Hon).
SR SPRTMN: 1. Mike LaBelle (Cag); 2. Foster Schneider (KTM); 3. Olen Webb (Yam).
250 BEG: 1. James Grandstaff (Hus); 2. David Van Cooney (KTM); 3. David Christopher (KTM).
OPEN BEG: 1. Bill Watkins (KTM); 2. Roger Larson (Hon); 3. John Copeland (Yam).
DINO CLASSIC: 1. Dan Loeffler (Yam); 2. Rick Alexander (Hus); 3. Vince Thomas (Hus).
MINI NOV: 1. Destry Abbott (Yam); 2. Aaron Hernandez (Yam); 3. Randy Toy (Kaw).
MINI 60: 1. Tony French (Hon); 2. Clay Romo (Kaw); 3. Micah Chlarson (Hon).
LADIES: 1. Pamela Morton (Yam); 2. C.C. Lanier (kaw); 3. Angie Klaja (Hon).
OTH: 1. Louis LeCrone (Kaw); 2. Mack Garrison (Hus); 3. Bob Bee (Hus).
MINI AM: 1. Brookie Jeffery (Kaw); 2. Denis Hildebrand (Yam); 3. K.C. Kirk (Hon).
MINI BEG: 1. Daryl James (Yam); 2. Jeff Kraus (Hon); 3. Danny Miller (Hon).
DINO VINTAGE: 1. Mike Wadding (Yam); 2. Tom Rowland (Hon).
MINI CLASSIC: 1. Kelley Helgeson (Yam).

Palenske takes FRA Trick or Treat Enduro

By Mike Klinger

RED MOUNTAIN, CA, OCT. 20

American Honda Support/LeBard and Underwood Honda-sponsored Grant Palenske put his new CR250 atop the 300-rider field at this year's Family Racing Association's Halloween event, the Trick or Treat Enduro.

With only one tie-breaker checkpoint to go, Palenske was one second behind 1985 ISDE silver medalist and KTM-mounted Billy Fulmer, Jr. As the two ace competitors took off from the last reset, Palenske had his work cut out for him. At the final tie breaker, Fulmer crossed the green cards at 37 seconds and Palenske scored a 34, thus taking the overall win by a mere one second — 1.86 for Palenske and 1.87 for Fulmer. Third overall and the only other rider to score one point was Pinetree enduro winner Donnie Simone (Kaw) with a 1.123. Jamie Riker (Yam) zeroed the first loop, with a score of 42 seconds for the top honors in the one-loop-only Beginner's class. Right behind Riker was B Women's class rider Michelle Howard (Kaw), C Women's Stephanie Neesby (Hus), C Mini Robert White (Hon) and fifth overall Mike Chamberlain Jr. (Yam).

The course started out of the little mining area outside Red Mountain, with loop two crossing Trona road and heading for the ever-popular sand hills. The special test consisted of around four miles at an average speed of 35 mph through the sand hills and into the tight monorail canyons. Palenske, Fulmer Jr. and Simone were the only riders to lose only one minute during the special test.

Granada Yamaha owner Randy Pretzer rode an outstanding event, placing fourth overall and tying with consistent high-finisher Tony Casaga (Yam). Teamed with Casaga was Steve Bebeck (Yam), whose score of 2.116 was good enough for sixth overall just 14 seconds ahead of the Kolbe Honda-mounted Robb Mesecher. Open Veteran rider and Big Bear trail rider extraordinaire Jim Bollingmo put his Yamaha in eighth position with Tracy McClelland (Yam) claiming ninth and an overall win in the B 250cc class. McClelland's win in the B standing was the best effort on the day for any B-entered rider. Robert Bush rounded out the top 10 best overall scores with a 2.145.

United Enduro Association's Ed Mazenko (Hon) picked up a big win in the AA Super Senior class, outlasting the Training Wheels MC Bill Fulmer, Sr. (Hus). Bill Fulmer Sr. and Billy Fulmer Jr. combined scores for another trophy in the parent/child division. Steve Gilmore (Yam) placed 27th overall for the event but his score of 3.201 was the best of any C rider in the event. Ex-Expert Mini rider Scott Jacobsen brought out a new machine, a 1986 Kawasaki, and on his first ride as a B 200, he took home the top honors. Needless to say, Jacobsen will be an A-ranked rider at the next event.

In the Women's A class, Lori Farmer (Hon) won over Jerilynn Poznoff. Women's points leader Candy Hand worked the event after her injury and picked up 500 points for her efforts.

PHOTO BY MIKE KLINGER

Billy Fulmer, Jr., (KTM) finished second overall at the Family Racing Association's Trick or Treat Enduro.

Results

OPEN AA VET: 1. Jim Bollingmo (Yam).
250 AA VET: 1. Robet Burtis (KTM).
SSR AA: 1. Ed Mazenko (Hon); 2. Bill Fullmer Sr. (Hus); 3. Gordon Dickson (Hus).
OPEN AA SR: 1. David Sweeney (Hus).
250 AA SR: 1. Donald C. McNamee (Yam).
OPEN AA: 1. James Bortree (Hus); 2. Dave Keith (Kaw).
OPEN AA 4-STRK: 1. Gerry Urban (Hon); 2. Chuck Miller (Hon); 3. John Pomo (Hon).
250 AA: 1. Grant Palenske (Hon); 2. Bill Fulmer Jr. (KTM); 3. Robb Mesecher (Hon).
200 AA: 1. Donnie Simone (Kaw); 2. John E. Jacobsen; 3. Michael Goodwin (Yam).
WOMEN A: 1. Lori Farmer (Hon); 2. Jerilynn Poznoff (Yam); 3. Shauna Hopkins (Kaw).
OPEN A VET: 1. John Meurs (Hon); 2. Michael Kimbal (KTM); 3. Ray St. Pierre (Yam).
250 A VET: 1. Dean McCoy (KTM); 2. Glenn Larson (Hus); 3. Mark Emery (Kaw).
OPEN A SR: 1. Clifford Dysart (Hus); 2. Tom Cole (Yam); 3. Bill Daniel (Hus).
250 A SR: 1. John Bainbridge (Yam); 2. Charles Brown (Yam); 3. Gregg Turk (Yam).
OPEN A: 1. Mark Glasmeier (Yam); 2. Gary Garner (Yam); 3. John Owen (KTM).
OPEN A 4-STRK: 1. Skip Cristy (KTM); 2. David Lemaster Jr. (Hon); 3. Gary Zweifel (KTM).
250 A 4-STRK: 1. Martin L. Blais (Hon); 2. Randy Bustamante (Hon).
250 A: 1. Randy Pretzer (Yam); 2. Darrell Norman (Kaw); 3. Matt Van Gordon (Hus).
200 A: 1. Tony Casaga (Yam); 2. Steve Bebeck (Yam); 3. Robert Bush (Kaw).
MINI A: 1. Mike Chamberlain Jr. (Yam).
WOMEN B: 1. Michelle Howard (Kaw); 2. Anne Crawshaw (Hon).
OPEN B VET: 1. John Mather (Yam); 2. Keith Stuart (Yam); 3. Jim Stewart (Hus).
250 B VET: 1. Gary Beck (KTM): 2. Paul Sternburg (Kaw).
SSR B: 1. Darrel Sager (Yam); 2. Bill Lockshaw (KTM); 3. Bill Neely (Hon).
OPEN B SR: 1. Norman Wykoff (Hus); 2. Wayne Embree (Hus); 3. Alan Poznoff (Hus).
250 B SR: 1. Dennis Tooman (Yam); 2. Joe Treweek (Yam); 3. Dirk McClellan (Yam).
OPEN B: 1. Jeff Watson (Yam); 2. Paul Garcia (Hon); 3. Chris Steward (Yam).
OPEN B 4-STRK: 1. Dave Riker (Hon); 2. Dave Vogel (Hon); 3. Brad Siedschlag (Hon).
250 B: 1. Tracy McClelland (Yam); 2. Robb McClelland (Yam); 3. David Toogood (Kaw).
200 B: 1. Scott Jacobsen (Kaw); 2. Don Goettling (Kaw); 3. Mike Krug (Hon).
WOMEN C: 1. Stephanie Neesby (Hus); 2. Diane Olson (Yam); 3. Diana Miller (Hon).
OPEN C VET: 1. Russ Elliott (Yam); 2. Steve Bateman (Hon); 3. John Handberry (Yam).
250 C VET: 1. C.H. Bartell (Kaw); 2. Mark Adams (Kaw); 3. Bill Lefever (Hon).
SSR C: 1. Robert O. Benson (Hus); 2. Jim Abbitt (Suz); 3. Carl Thompson (Yam).
OPEN C SR: 1. Ken Seaman (Hon); 2. Ron Hetherington (Hon); 3. Larry Owens (C-A).
250 C SR: 1. Frank Harlan (Yam); 2. Neil F. Kirkland (Yam); 3. Big Knot (Suz).
OPEN C: 1. Steve Gilmore (Yam); 2. Greg Hatzenbuhler (Hus); 3. Jim Estes (Hon).
OPEN C 4-STRK: 1. Wayne Sykes (Yam); 2. Dave Ruffin (Hon); 3. Stephen Ruffin (Hon).
250 C 4-STRK: 1. Chris Fernandez (Hon); 2. Rick Lucas (Suz); 3. Mitch McNally (Hon).
250 C: 1. Chris Sullivan (Kaw); 2. Andre Butcher (Yam); 3. Jeff Wadsworth (Kaw).
200 C: 1. Scott Trafton (Kaw); 2. Bill Evans (Yam); 3. Chris Salum (Yam).
MINI C: 1. Robert White (Hon); 2. Evan Devene (Hon); 3. Kristi Howard (Kaw).

Graves tops Albany SX

By Clay Light

ALBANY, OR, NOV. 10

Tony Graves brought two Hondas and came away with three moto wins out of four in his two-class effort at round two of the AMA Fall Six Pack Series at Albany Speedway. Graves (Herbs Cycles/Hon) won both 125cc Intermediate motos and the first 250cc Intermediate moto, but threw a chain in

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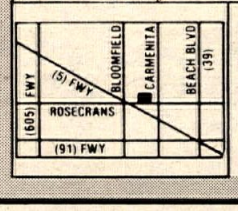

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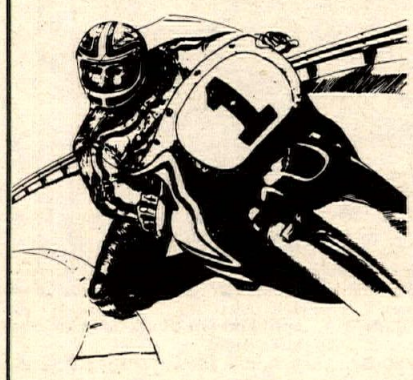

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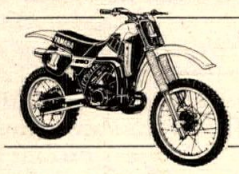

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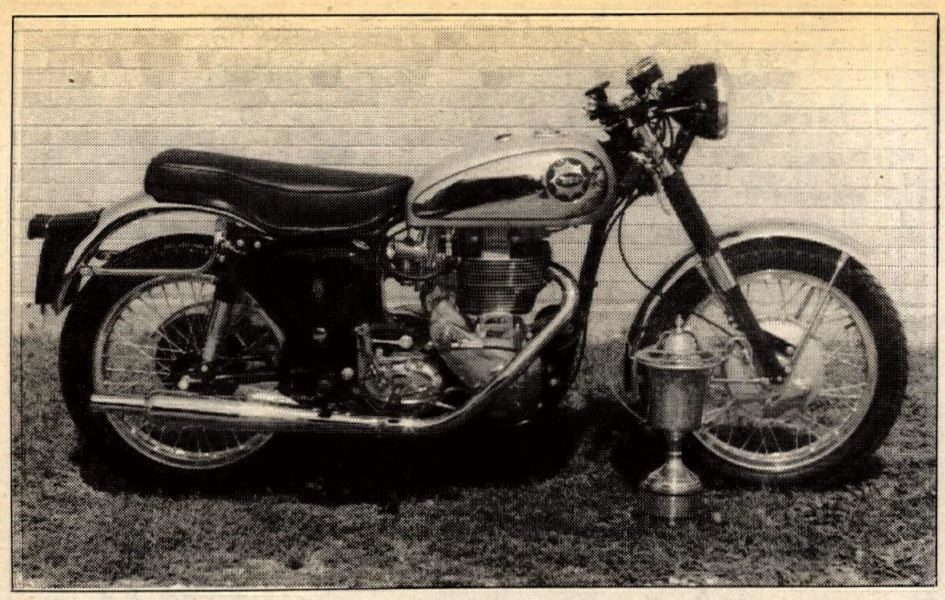
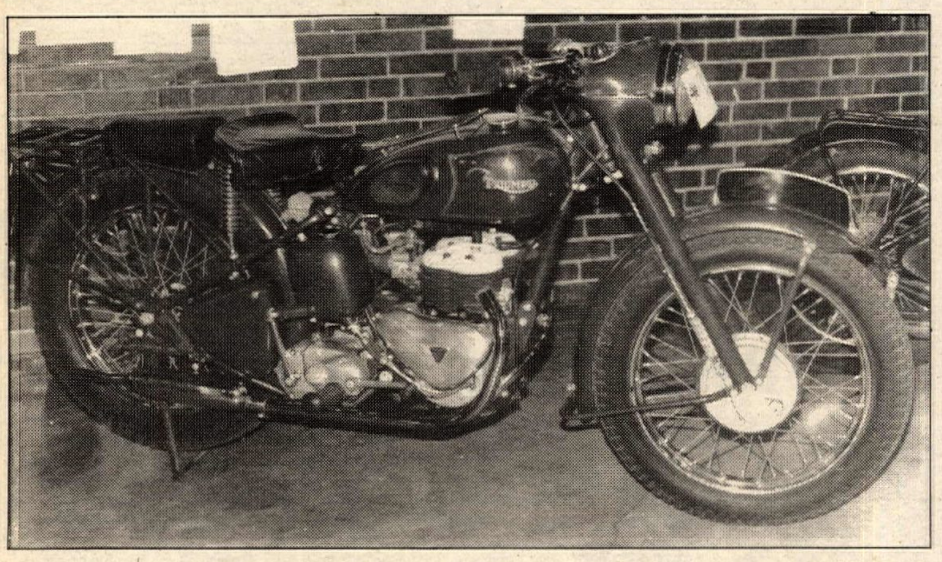


PHOTOS BY RON LEWIS

(Above) The winner of the Cambell's Challenger Cup at the British Bike-In; a 1957 BSA Clubman Goldstar. (Below) 1952 Triumph TRW.



moto two to give the overall to Kawasaki rider Rob Annen with a 3-1 tally.

The largest class of the cold, snowy day was the 17-rider 250cc Junior battleground. Dan Gregory (Yam) won the first moto over Ray Bruington (Kaw) and Ron Stevenson on a Honda XR 250-powered thumper. In moto two, it was Bruington breaking free from the early traffic while Gregory was trying to put together a do-or-die come-from-behind effort to win the overall. Don Schnieder, who took a fourth in moto one, ran third behind Gregory in moto two, while the win and the overall fell Bruington's way with a 2-1 tally.

In the combined 250cc/Open Intermediate class, Graves flew into the lead in moto one, followed by Annen, Bob Leach and Brad Johnson. Leach got by Annen, but Graves was uncatchable taking the 250cc win. The Open class first moto win went to Mike West, beating fellow Honda rider Jeff Landrum. Moto two had Graves again leading, but his chain picked the most untimely time to derail, which handed the lead over to Annen. Johnson rode in second and Mike Holbrook in third and that's how it finished. Landrum topped the second Open B moto for a 2-1 overall tiebreaker over West (1-2).

The Combined Pro class had Gary Beyer acing the second moto for the overall laurels. Beyer finished second in the first 125/250/Open Pro moto behind local Kenny Olsen and teammate John Woodley. Woodley held off Open rider Richard Earle and 250 pilots Ricky Bault and Eugene Suzuki's Larry Brumwell in the wet moto. The second time out the track was much drier, but with the temperature hovering in the high 20s, conditions were still dismal. Regardless of the weather, the riders put on quite a show with Beyer getting the win for the second week in a row. Woodley beat first-moto winner Olsen, while Bault held off Earle and Brumwell to win the 250/Open portion.

Results

125 PRO: 1. Gary Beyer (Kaw); 2. Kenny Olsen (Kaw); 3. John Woodley (Kaw).
250/OPEN PRO: 1. Rick Bault (Hon); 2. Rich Earle (Hon); 3. Larry Brumwell (Suz).
30-40 PRO: 1. Richard Earle (Hon); 2. Bob Leach (Kaw); 3. Mike Holbrook (Hon).
OPEN B: 1. Jeff Landrum (Hon); 2. Mike West (Hon); 3. Mike Burke (Hon).
250 B: 1. Rob Annen (Kaw); 2. Brad Johnson (Kaw); 3. Bob Leach (Kaw).
125 B: 1. Tony Graves (Hon); 2. Jeff Daily (Kaw); 3. Curt Cunningham (Kaw).
80 B: 1. Ryan Huffman (Yam); 2. Monty Spauldin (Yam); 3. Danny Ulven (Kaw).
80 A: 1. Jeff Daily (Kaw).
80 C: 1. Bobby Eyman (Hon); 2. Glen Hansen (Kaw); 3. Roby Leach (Yam).
250 C: 1. Ray Bruington (Kaw); 2. Dan Gregory (Yam); 3. Don Schnieder (Hon).
125 C: 1. Tom Kuschnik (Kaw); 2. John Gregson (Kaw); 3. Dan Gregory (Yam).
OT PRO: 1. Chuck Standeford (Hon); 2. Charlie Harter (Mai).
50 C: 1. Zach Rund (Hon).

England on the Prairie

By Ron Lewis

Although the British motorcycle industry will probably never again be a threat to that of the Japanese, it is evident that they will always fill those warm places in our memories. For decades British motorcycles were the source of many innovations. And I think that most people over the age of 30 have either owned a British motorcycle or wish they had.

As in years past, motorcyclists have come from across the country to the annual British Bike-In to view the finest the British have to offer, with everything from a Scott Flying Squirrel, Vincents, Matchless, Velocettes, Royal Enfields, AJS's, Ariels and the droves of Triumphs, Nortons, and BSA's, displayed with the dignity fitting of such a proud group.

Cherryvale is a sleepy little town in the southeastern corner of Kansas, but it came alive with the mellow music that only hundreds of British motorcycles can make as they arrived for the Fourth Annual British Bike-In.

This year marked the beginning of the Campbell's Challenge Cup, a 20-inch-tall silver cup which the overall winner will have their name engraved on each year. The Campbell's Challenge Cup was given to the British Bike-In by Campbell's Replacement Silencers of Hednesford, England, makers of replacement silencers for many of the older British and European motorcycles, plus many current European and Japanese brands.

The judges for this year's event were three well-respected men from the British motorcycling community. Pat Owens is a professor of motorcycle mechanics at the Los Angeles Trade Technical College, and is a former service representative for Triumph of America, the former U.S. distributor of Triumph motorcycles. Also acting as a judge was Jack Wilson of Big 'D' Cycle Center in Dallas, Texas. In the years since 1955 when Johnny Allen set a land speed record at the Bonneville Salt Flats with a Triumph prepared by Wilson, Wilson has set 63 land speed records with Triumph motorcycles, some of which still stand today. Woody Leone, Sr. served as the third judge, and is the owner of Leone Cycle Shop in Beaumont, Texas. Leone has been a dealer since 1947 and prepared motorcycles for such riders as Grand National Champion Gary Nixon, Carroll Resweber, Albert Gunter and Sammy Tanner. Woody also has set records at Bonneville, ending his 45-year racing career in 1980.

The winner of this year's Campbell's Challenge Cup with a 1957 BSA Clubman Goldstar was Doug Rollert of Overland Park, Kansas. Motorcyclists from 12 states entered in the competition with one couple riding 1550 miles on a 1970 Triumph twin to take the Long Distance trophy. In all, 16 trophies were awarded in six classes, with prizes going to the remaining 72 exhibitors.

Results

BEST OF SHOW: 2. Merlin Libby (1949 Vincent Repide); 3. Doyle Bieser (1969 BSA A75).
OLDEST MOTORCYCLE: 1. W.C. Alexander (1938 Matchless); 2. Barton Otti (1939 Royal Enfield).
COMPETITION: 1. Max O. Lambky (1960 Royal Enfield Fury); 2. James Every (double engine Triumph drag bike); 3. Tom Roebuck (Triumph flat tracker).
ORIGINAL: 1. James Every (1954 Vincent); 2. Stan Gillis (Triumph "21"); 3. TIE Doyle Bieser (1973 Triumph TR5T)/Tom Roebuck (1970 BSA 441 Victor).
LONG DISTANCE: 1. Pat and Donna Owens (1550 miles, 1970 Triumph); 2. Norman Leigh (818 miles, 1977 Triumph); 3. Ric Schrank (753 miles, 1975 Trident).
CUSTOM: 1. Bill R. Snow (1972 Triumph TR6).

Brunelle tops Texas hare scrambles

SAN ANTONIO, TX, NOV. 10

The final race of the Dirt Bikers Club of San Antonio Hare Scrambles Series was a battle from start to finish between Expert riders Michael Bradshaw and Steve Brunelle. The two riders blazed the trails only seconds apart in this two-hour battle. Turning on the gas and setting a blistering pace, Bradshaw held the lead until his pit stop in the fourth lap when Brunelle took over. However, Brunelle's lead was short-lived as he also made a pit stop in the next lap. Bradshaw once again gained the lead, followed closely by Expert rider Todd Harris.

The fight for first place continued until well into the final lap, when Brunelle caught and passed Harris and Bradshaw to take the win. Bradshaw followed for a very close second with Harris and Mark Lynch taking third and fourth.

Results

50: 1. Jason Moses (Yam); 2. David Guerra (Yam); 3. Brant Dickerson (Yam).
60: 1. Michael Moses (Yam); 2. Daniel Trott (Kaw); 3. Scott Ryan (Kaw).
80: 1. Chris Ryan (Kaw); 2. Billy Hamilton (Yam); 3. Mark Jasper (Kaw).
125: 1. Steve Beard (Suz); 2. Matt Leibold (Kaw); 3. Richard Bryant (Suz).
250: 1. Scott Zettner (Yam); 2. Pat Hohman (Suz); 3. Andy Bradshaw (Kaw).
OPEN: 1. Steve Kotara (Hon); 2. Rick Michael (Yam); 3. Jamie Garner (KTM).
OVER 30-A 1: 1. Andrew Trott (Kaw); 2. Rick Pittman (Yam).
OVER 30-B 1: 1. Dale McCullough (Kaw); 2. Tom Tysl (Hus); 3. James Chadwell (Suz).
OVER 40: 1. Will Hendrix (Kaw); 2. Kenneth Wilson (Hus); 3. Fred Trott (Hon).
EX: 1. Steve Brunelle (Hus); 2. Mike Bradshaw (Yam); 3. Todd Harris (Yam).

The Tiger's on the prowl in WA

By Paul Nielsen

BELLINGHAM, WA, NOV. 3

Tiger Wingert rode his Honda to victory in the last race of the Pacific Northwest Motorcycle Association's seven-event hare-scrambles series this weekend.

The Mt. Baker Motorcycle Club, working with their Canadian neighbors, hosted the scrambles. To say the course was wet was an understatement. Two and a half inches of rain had fallen in the 36 hours prior to race time, and it continued throughout the race.

The start and checkpoint were located in a gravel pit and the six-mile course wound through tight trails and short stretches of logging roads. A straddle-the-fenders, dead-engine start was employed with all classes except the Juniors in the first wave. When all was clear, the Juniors entered the contest to race for two hours while the others went a total of three hours.

Wingert was the first to return to the gravel pit and continued to lead the race to the end, picking up about a minute a lap on his tour of 11 laps.

Lyle Duronso (Yam) and Mike Schmidt (Yam) were having a real shootout, although not in the same class. On the seventh lap, both pitted and Schmidt got out first, while Duronso was having trouble with his gas cap cross-threading. Duronso overtook Schmidt and went on to win the Vet class with 10 laps; David Craig (Kaw), finished second with nine laps. Schmidt also won his class, the 200cc Experts, with 10 laps, while Victor Giola (Yam), finished second.

In the 0-200cc Junior class, Dave George won after putting in a strong ride, and was the only Junior to make seven laps. Mike Norman, on a Yamaha BW200, finished second with six laps.

In the over 200cc Juniors, Scott Drafs (Hon), collected first place with six laps. Following Drafs was Jim Pearson and Mark Fitzsimmons.

In the 200cc-Up Senior class, Jim Nelson (Hon), made nine laps and collected the first-place trophy. Ken Leard (KTM), also made nine laps for second place.

Errol Borsky came down from Canada and rode his Yamaha 175 into the 0-200cc Senior's winner's circle with nine laps, followed by Snail Vail on a Kawasaki 125 with seven laps.

The course held up well under the circumstances with one mud hole taking credit for a few DNFs. Most riders came prepared to ride in the rain, and no complaints were heard.

Results

200-UP EX: 1. Tiger Wingert (Hon); 2. David Scott (Hon).
0-200 EX: 1. Mike Schmidt (Yam); 2. Victor Giola (Yam).
VETS: 1. Lyle Duronso (Yam); 2. David Craig (Kaw); 3. Dick Langlois (Hon).
200-UP SR: 1. Jim Nelson (Hon); 2. Ken Leard (KTM).
0-200 SR: 1. Errol Borsky (Yam); 2. Snail Vail (Kaw).
200-UP JR: 1. Scott Drafs (Hon); 2. Jim Pearson; 3. Mark Fitzsimmons.
0-200 JR: 1. Dave George; 2. Mike Norman (Yam); 3. Dale McNeil.

RESULTS

Los Gatos MC Hare Scrambles Hollister, CA Oct. 13, 1985 By W.H. Spencer

PP	
Debbie Levy	
Kristy Weaver	
Ana Sherping	Hon
125 NOV	
Steve Ledwith	
Brad Raymond	Hon
Rich Van Horn	
200 NOV	
Brian Casey	Yam
Tom Ferrara	Hon
Bobby Martin	
250 NOV	
Chris Miller	Yam
Greg Bailey	
John Dodson	Suz
OPEN NOV	
John Brymner	
Mike Korenwinder	
Steve Silvestri	
VET NOV	
Brian MacLean	
Chris Methot	
Bruce Woods	
OT NOV	
Jack Monger	
Charles Grant	
Dave Bryant	
125 JR	
Ed Edgyed, Jr.	KTM
Vince Malias	
250 JR	
Kevin McMurray	
Roger Lindsay	Kaw
Tom Moody	
OPEN JR	
Tai Wilson	Hon
Tony Kaminski	
Mike DeHerrera	Yam
VET JR	
Robert Shannon	
Peter Watkins	
Frank Cuaresmci	
OT JR	
Norm Grattan	
Stephen Thompson	
Lou Marshall	
250 EX	
Lance McPhee	
Ken McKenzie	Hus
Dave Porter	
OPEN EX	
Jerome Heiberger	M-S
Doug Noell	M-S
Duke Dowell	KTM
VET EX	
Kevin Henry	KTM
Gary Vanderpool	KTM
Eddie Edgyed	Hus
OT EX	
Doug McCaleb	
Walt Feyling	KTM
Curt McMahon	KTM

Monterey Fairgrounds ST Monterey, CA Nov. 2, 1985

50 PEE WEE (5 YRS)	
Justin Stilwell	Yam
Eric Martin	Yam
Ely Huerth	Suz
500 PEE WEE (6-7 YRS)	
Brian Sgheiza	Yam
Gary Miller	Yam
Jeff Gabhart	Suz
60 MINI	
Jake Zemke	Kaw
William Luker	Kaw
Martin Montes	Kaw
80 MINI	
Jake Zemke	Yam
Michelle DeSalvo	Hon
Earnie Martin	Suz
125 NOV	
Anthony Giammarco	Yam
Daven Marasco	Yam
Lonnie Pauley	C-A
250 NOV	
Patrich Vaccheri	Yam
Manuel Ponte III	Yam
John Costanza	Yam
500 NOV DIV 1	
Steve Stewart	Yam
Eric Jacobs	Yam
Samuel Freeze	Yam
500 NOV DIV 2	
Bernie Cabanilla	Yam
Steve Sullenger	Yam
Tony Morgan	Hon
250 JR	
Dean Vincelet	Yam
Rick Smith	Yam
Todd Bridges	Kaw
500 JR	
Frank Nye	Yam
Mark Butler	Yam
Gary Cordeiro	Hon
Chris Thoeni	Yam
Dean Vincelet	Yam
OT/VETS	
Mark Butler	Yam
Frank Nye	Yam
George Cooper	Hon
250 EX	
Steven Raymond	C-A
Brad Spencer	Yam
Thomas Carriger	Suz
500 EX	
Brad Spencer	Yam
Frank Garcia Jr.	Rtx
David Woodward	Rtx
PRO AM EX	
Frank Garcia	Rtx
Bruce Johnson	Hon
Brad Spencer	Yam

Washington State Season-end Enduro Championship Bellingham, WA Nov. 11, 1985 By Paul Nielsen

AA	
John Nielsen	6000
Lyle Duronso	5969
Ron Clizbe	5968
OPEN A	
Dana Johnson	5956
Jim Walsh	5935
Dave Bowers	5780
250 A	
RandyDubois	5941
Mark Varner	5935
Fred Rockmore	5864
200 A	
John Forsberg	5690
OPEN B	
Fred Bever	4935
Paul Mernaugh	4903
Tim Schroedl	4868
250 B	
Bruce Harrison	4916
Dennis McCaslin	4968
Robert Quarterman	4844
200 B	
Ken Norris	4704
Jim Walker	3884
Nehl Evans	3674
SR	
Ken Villines	5917
Gary Porlier	4740
Alan Drafs	3953
SPTSMN	
Kenny Norris	4995
Richard Yager	3983
Gary Turner	3969
C	
Ridge Gordon	3996
Bryan Merrill	3995
Scott Drafs	3990
Roger Baeder	3952
B.E. Marsh	3933
David Poulin	3913

Ozark Mountain Trials Assn. Lebanon, MO Nov. 10, 1985

MASTER	
Shane Moore	45
Buddy Hendrickson	46
Dennis Washam	51
Wayne Crosby	57
Larry Terril	63

1985 CVRG Final Points Standings Road Racing

OVERALL	
Michael Green	64
Mike Canepa	48
Fred Mork	48
Chris Quinn	33
Michele Bisson	32
Henry Deaton	21
Tom Rienecker	19
Craig McLean	19
Ken Heuser	17
John Schmidt	16
Dave Troetschler	15
Jim Cooper	15
Carmen Lynaugh	15
Jeff Hecox	10
Michael Moore	10
Bud Riddle	8
Gary Hubback	8
Dave Roper	7
Ken Evan	4
Dave Walden	4
Bill Ojala	3
Jim Craig	3
250	
Michael Green	Duc
Mike Canepa	Duc
Fred Mork	Aer
Chris Quinn	Duc
Michele Bisson	Duc
Henry Deaton	Hon
John Schmidt	Duc
Carmen Lynaugh	Par
Jeff Hecox	Aer
350	
Craig McLean	Nor
Jim Cooper	Bul
Michael Moore	Duc
Bud Riddle	Duc
Michael Green	Duc
Henry Deaton	Duc
Carmen Lynaugh	Duc
Bill Ojala	Duc
Jim Craig	Oss
500	
Tom Rienecker	BSA
Ken Heuser	Tri
Dave Troetschler	Duc
Gary Hubback	BSA
Dave Roper	Mat
Dave Walden	Tri
Ken Evan	Duc

1985 Alaska Motocycle Racing Assoc. Championship Series Final Points Standings By M.R. Edge

60 NOV	
Destry Scott	382
Joey Meyers	176
Chris Bault	130
Tony Coffman	92
Matt Kaesther	42
80 NOV	
Damon Brown	344
Gavin Washburn	274
Tyrone Finch	189
David Eller	76
Robbi Williams	70
80 EX	
Robb Butler	246
Chris Steward	126
Dave Cook	94
Andy Workman	50
Shane Hart	44
125 NOV	
Bryan Rambur	352
Scott Stafford	326
Kevin McAdoo	268
Rod Shields	206
Jim Reeves	202
125 INT	
Kelly Styles	290
Dave Cook	265
Lance Leneave	253
Roger Neth	221
Monty B. Baggett	103
125 EX	
Jeff Roskelley	352
Joe Good	339
Jason Anderson	327
Ralph Blanchard	223
Kirk Schaub	139

(Continued next week)

Trophy Pickup

100's M.C. Hare and Hound trophies are available at District 37 events (except B to V) through February 1986. Call Bob Bentsen, after 4:40 p.m. (213) 693-0367. (346/04)

Viewfinders dual European Scrambles trophies will be available at Barstow to Vegas race. (447)

So. Cal. MC, California City G.P. trophies are available at District 37 desert events through 1985 or call Tank Underwood, (818) 362-8607, evenings only. (140/47)

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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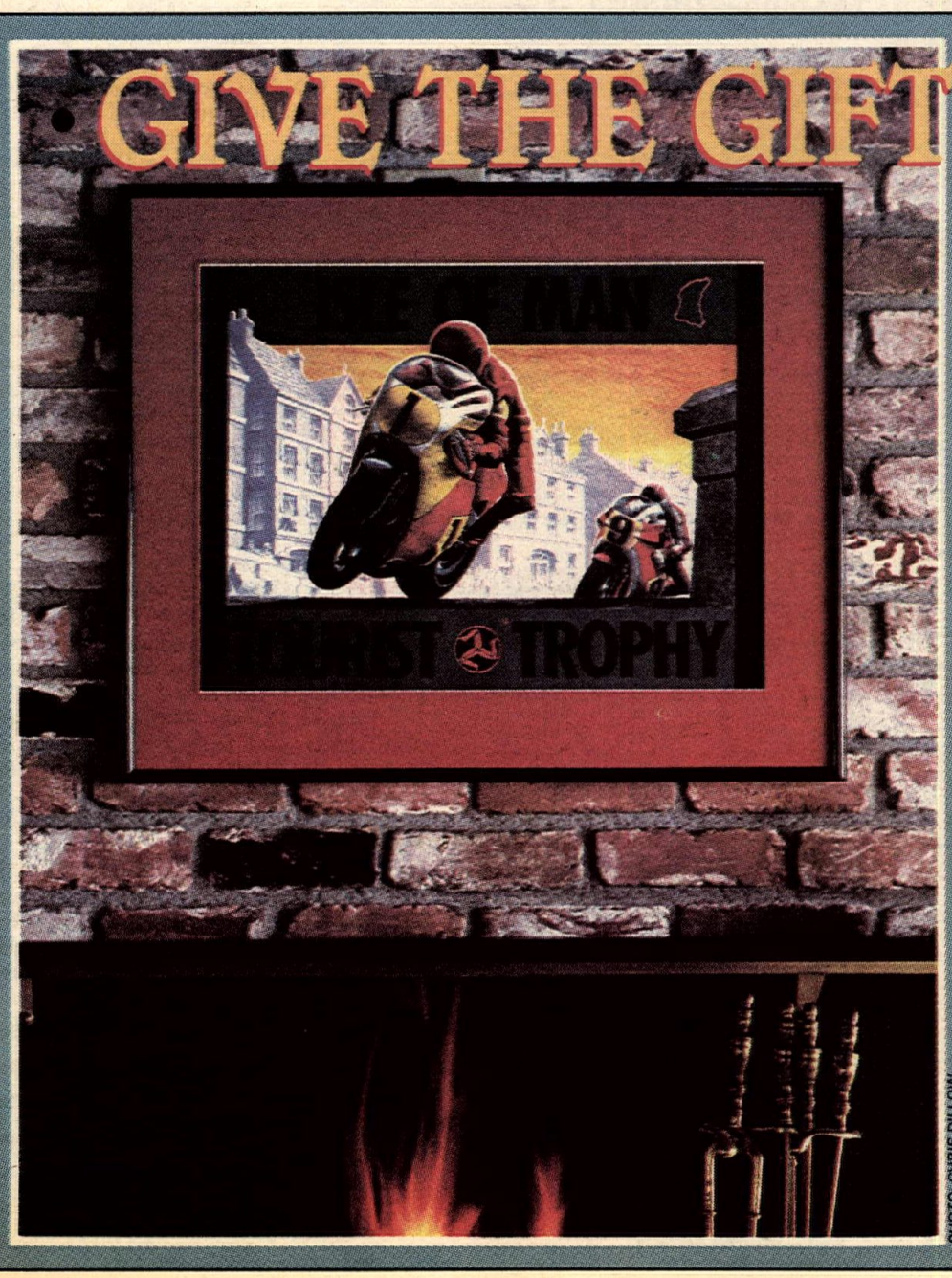

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CYCLE 40 MI. 9:00 AM	ATV 40 MI. 11:30 AM

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SMX Schedule

Sat.	Nov. 30	Perris
Sun.	Dec. 1	DeAnza
Sat.	Dec. 7	Perris
Sun.	Dec. 8	Perris

INFO (714) 831-3482

GRAN PRIX so. cal. DOUBLE CROSS

DOUBLE CROSS RACING

Dec. 1 — Perris G.P.

Dec. 15 — Perris G.P.

INFO: (714) 371-6333

GMC Race With The Best

Quail Canyon — Nov. 17, 24, Dec. 8, Dec 29 — Golden State Natls. Warm-up.

Ascot Park — Nov. 8, Night Natl. Nov. 22

Carlsbad Raceway — 1st/2nd/3rd/4th Sun. ea. mo.

Sunrise Cycle Park — 2nd/4th Sun. ea. mo.

(714) 261-6116

AFM Road Race Schedule

Feb. 22/23 — Willow Springs

13423 Stanstead

Norwalk, CA 90650 (213) 864-0704

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P.O. BOX 46 NORWALK, CA 90650 (213) 868-8112

calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

NATIONAL & WORLD CHAMPIONSHIPS

AMA/Dragbike! National C'ship Series
11/30-12/1 Phoenix, AZ

1985 SCORE/HDRA Off-Road Series
12/6-8 Frontier 500

DECEMBER						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

JANUARY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

● Denotes Pro Payback

November 29

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

CALIFORNIA ROCK CONCERT
Starting pit area for B to V race. Racers Under The Son present Darrell Mansfield Band and Dennis Agajanian. Starts 5:30 pm. Info 714/540-4286.

November 29-30

USRA UTAH MOTOCROSS
● Arches Moto-X, Moab, UT. Sign up 7 am, prac 8, race 9. Call for weather info before coming down. Info 801/259-7739 or 259-8941.

November 30

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

D-37 CALIFORNIA DUAL PURPOSE POKER RUN
Barstow, CA to Las Vegas NV. Send legal-size S.A.S.E. with 39¢ for info pack to 3550 Foothill Blvd., Glendale, CA 91214. Starts 7-10 am. Info 818/249-2141 or 353-5409.

D-37 CALIFORNIA ROAD RIDE/POKER RUN
Barstow, CA to Las Vegas NV. Sign up 7-10 am. Info 818/249-2141.

ARRA CALIFORNIA RR SCHOOL/PRAC
Willow Springs Raceway, Rosamond, CA. New rider school, open practice. Info 805/966-5700.

WASHINGTON HARE SCRAMBLES
Woodland MX Park, Woodland, WA. Gates open 10 am, prac noon, race 1 pm. Info 206/225-8615.

November 28 December 1

ADVENTURE TREKS BAJA EXPEDITION
San Felipe to Gongaga Bay, Mexico. Info 714/859-1207.

November 29 December 1

TEXAS MOTOCROSS SCHOOL
Goodtimes Park, San Antonio, TX. 9 am-3 pm. Info 805/526-0730.

November 30-December 1

AMA DRAGBIKE! ARIZONA DRAGS
Firebird Raceway, Phoenix, AZ. Info 315/735-1661.

December 1

ARRA CALIFORNIA ROAD RACE
Willow Springs Raceway, Rosamond, CA. Gates open 7 am. Info 805/966-5700.

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. Split schedule. Prac 8 am, race 10. Int/Ex race 1 p.m. Info 712/756-4114 or 273-2336.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Sign up closes 7:30 sharp. Info 619/565-2406.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway. Gate 8 am, prac. 9:30, race 11. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
● Mosier Valley MX Park, midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. Nov sign up 7 am, prac 8, race 9. Int/Ex sign up noon, race 1:30. Info 512/443-7627, 327-5254.

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. Sign-up 9:30 am, prac 10:30, race 11. Info 512/327-5259.

CRC CALIFORNIA MOTOCORSS
● Edwards Air Force Base, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
● Sand Hill Ranch, Brentwood, CA. Info 415/634-3328.

CMC CALIFORNIA MOTOCROSS
● E Street Track, Marysville, CA. Gate opens 6:30 am, race 9. Info 916/695-2727 or 695-2088.

DCR CALIFORNIA GRAN PRIX
Perris Raceway, Perris, CA. Gates open 6:30 am, prac 8, race 8:30. Info 714/371-6333.

CALIFORNIA MARATHON
Lodi Cycle Bowl, 5801 E. Morse Rd., Lodi, CA. Gates open 8 am, no prac, races start 9 am. Info 209/36R-7182.

OREGON MOTOCROSS
● Albany, OR. Super 6-Pack Fall Motocross Shootout Series. Prac 9:30 am, race 11. Info 503/672-4179.

FRA CALIFORNIA FAMILY ENDURO
Red Mtn., CA. Info 714/777-2969.

CMC CALIFORNIA MOTOCROSS
● Metcalf Cycle Park, San Jose, CA. 2nd race of North American Winter Series. Gates open 6 am, prac 7:30, race 9. North Amer. MX Racing. Info 408/224-6015.

NEVADA HARE SCRAMBLES
Near Reno, NV. 5th race, Hi-Point Golden Empire Series. Sign-up 8 am M/C, noon ATVs, racing 10 am M/C, 2 pm ATVs. D-36/Reno OTHG. Info 702/358-4388.

MBMC WASHINGTON POKER RUN
Bellingham, WA near Ranch Tavern. Gates open 9 am, racing starts 10. Info 206/734-5255.

December 5

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, Gate opens 4:30 pm, prac 5:30, race Info 503/285-6635.

December 6

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

CALIFORNIA M/C SWAPMEET
Orange County Fairgrounds, Costa Mesa, CA. Opened 6 pm-10 pm. Inter-Shows. Info 714/495-2542.

December 7

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

ARIZONA ENDURANCE RACE PRACTICE
Firebird International Raceway, Phoenix, AZ. Info 602/583-8859.

CRC CALIFORNIA KIDURO
Lucerne Valley, CA. Anderson Dry Lake. Sign-up 12 noon-1 pm. Racing starts 1:30. Info 714/689-6114.

ADRA ARIZONA POINT TO POINT
● Sonoita to Rockpoint. Start south of Lukeville, AZ. No pre-run. Info 602/252-1900.

CALIFORNIA OBSERVED TRIAL
Little Rock area of Angeles Nat'l Forest near Pearblossom, CA. 1st day of North American Trials Challenge. Sign-up 9 am, start 10. VOTE/ATA. Info 213/649-1700 or 677-2300.

ABATE CHRISTMAS PARTY
Lloyd's Beaver Lounge, Beaver Crossing, NE. District 7. Meeting at 2:30 pm, party at 5 pm. Info 402/754-4014.

December 8

ARIZONA ENDURANCE RACE
Firebird International Raceway, Phoenix, AZ. Info 602/583-8859.

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gate opens 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

CMC CALIFORNIA MX
● Carlsbad Raceway, Carlsbad, CA. Gate 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
● Sunrise Valley Cycle Park, Adelanto, CA. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
Rio Vista, TX. Split sched. Nov. prac. 8:30 am, riders meeting 9:15, race 9:30. Int & Ex prac 1:30 pm, race 2. Info 817/373-2753.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS BURLESON MOTOCROSS
● Burleson MX Park, Ft. Worth, TX. Gate opens 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Info 817/295-8908 or 295-1760.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

LVMC NEVADA MOTOCROSS
● Las Vegas Motocross Park, Las Vegas, NV. Final race of Nevada State C'ship. Gates open 6 am, prac 8, race 9. Info 702/878-8977.

CMC CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. Gate opens 8 am, prac 8:45. Info 209/673 8080.

CMC CALIFORNIA MOTOCROSS
● Laguna Seca Raceway, Monterey, CA. Info 408/394-8225.

CMC CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Info 415/634-3328.

D-36 CALIFORNIA HARE SCRAMBLES
Hollister Hills ORV Park, Hollister, CA. 9th Annual Cow-Puncher. Sign up 7 am, start 10. Info 415/828-4513.

CRC CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Info 213/830-7519.

CRC CALIFORNIA ENDURO
Lucerne, CA. Anderson Dry Lake. Santa Claus Enduro. Sign-upo Sat. 2-7 pm, Sun. 6 am. Racing starts 8. Info 714/689-6114.

CMC CALIFORNIA MOTOCROSS
● Argyll Park, Dixon CA. Gates open 6:30 am, prac 7:30, race 9. INfo 916/678-3592 or 678-9956.

OREGON MOTOCROSS
● Roseburg, OR. Super 6-Pack Fall Motocross Shootout Series. Prac 9:30, race 11. Info 503/672-4179.

OKLAHOMA MOTOCROSS
● Allen Ranch, Bixby, OK. Gates open 8 am, prac 9, race 10. Info 918 428-1237.

CALIFORNIA MARAHTON
Cycleland Speedway, Chico, CA. Starts 8 am. Info 916/342-0063.

CMC CALIF. OUTLAW MARATHON
● Moto One Raceway, Redding, CA. Gates open 6:30 am, prac 8, race 9. Info 916/223-5600 or 243-6019.

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
● Santa Cruz County Fairgrounds, Watsonville, CA. 3rd race of North American Winter Series. Gates open 6 am, prac 7:30, race 9. North Amer. MX Racing. Info 408/224-6015.

CALIFORNIA OBSERVED TRIAL
Little Rock Dam Area of Angeles Nat'l Forest near Pearblossom, CA. 2nd day of North American Trials Challenge. Sign-up 9 am, start 10. VOTE/ATA. Info 213/649-1700 or 677-2300.

MMA CALIFORNIA TOY RUN
Start at Front St., Capitol Mall Bridge, Sacramento, CA. Starts 7 am. Info 916/442-2727 or 687-7308.

December 12

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

December 13

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

December 14

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

WASHINGTON HARE SCRAMBLES
Woodland MX Park, Woodland, WA. Gates open 10 am, prac noon, race 1 pm. Info 206/225-8615.

UTAH USRA AWARDS PRESENTATION
Salt Palace, Salt Lake City, UT. Starts 7:30 pm. Info 801/561-8849.

December 15

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

OKLAHOMA MOTOCROSS
South of Tulsa International Raceway, Tulsa, OK. Gate opens 8 am, prac 9:30, race 11. Tulsa Area Motosports. Info 918/266-6136.

TEXAS MOTOCROSS
● Mosier Valley MX Park. midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. Prac. 8 am, race 10. Int/Ex. race 1 pm. Info 712/ 756-4114 or 273-2336

CRC CALIFORNIA MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto, CA. Gates open 7 am, prac 8:30, race 9:30. Info 619/245-7339.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Sign-up closes 7:30 sharp. Info 619/565-2406.

CMC CALIFORNIA MX
● Carlsbad Raceway, Carlsbad, CA. Gate opens 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Info 714/261-6116.

CRC CALIFORNIA GRAND PRIX
Hungry Valley, CA. Merry Christmas GP. Info 213/830-7519.

AMA D-38 CALIFORNIA DESERT RACE
Ancient Dry Lake, CA. 5th annual Rattlesnake Chase. Starts 8 am. Info 619/427-5759.

CMC CALIFORNIA MOTOCROSS
● Sand Hill Ranch, Brentwood, CA. Info 415/634-3328.

CMC CALIFORNIA MOTOCROSS
● E Street Raceway, Marysville, CA. Gate opens 6:30, prac 7:30, race 9. Info 916/695-2727 or 695-2088.

ARIZONA ROAD RUN
Kennedy Park and Mission Rd., Tuscon, AZ. Start time 10:30 am. Sun Riders M/C. Info 602/790-8112.

DCR CALIFORNIA GRAN PRIX
Perris Raceway, Perris, CA. Info 714/371-6333.

MMA CALIFORNIA M/C SWAPMEET
Cow Palace, San Francisco, CA. Gates open 11 am. Info 96/442-4727.

ARA CALIFORNIA DESERT RACE
Barstow, CA. Start 8 am. Info 714/658-5941.

CMC CALIFORNIA MOTOCROSS
● Metcalf Cycle Park, San Jose, CA. 4th race of North American Winter Series. Gates open 6 am, prac 7:30, race 9. North Amer. MX Racing. Info 408/224-6015.

December 19

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

December 20

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

December 21

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

December 22

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

CMC CALIFORNIA MX
● Carlsbad Raceway, Carlsbad, CA. Gate opens 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info 714/261-6116.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto, CA. Gate opens 7:30 am, race 9:30. Info 619/245-7339.

TEXAS MOTOCROSS
● Burleson MX Park, south of Fort Worth, TX. Gate opens 7 am, Nov prac. 8-8:30, Minis 8:30-8:45, 1st race 9. Int/Ex prac 1 pm, race 1:30. Info 817/295-8908, 295-1760.

TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. Nov 9 am, Int/Ex 1:30 pm. Info 713/482-7593, 817/694-2901.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

OKLAHOMA MOTOCROSS
● Allen Ranch, Bixby, OK. Gates open 8 am, prac 9, race 10. Info 918/428-1237.

CRC CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Races start 9 am. Info 415/634-3328.

CMC CALIFORNIA MOTOCORSS
● Santa Cruz County Fairgrounds, Watsonville, CA. 5th race of North American Winter Series. Gates open 6 am, prac 7:30, race 9. North Amer. MX Racing. Info 408/224-6015.

December 26

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield, WA. Gates open 5 pm, prac 6, race 7. Info 503/283-3773.

December 27

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

December 28

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

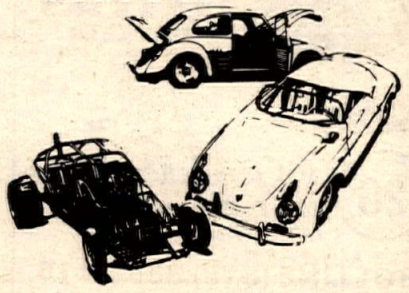
WASHINGTON HARE SCRAMBLES
Woodland MX Park, Woodland, WA. Gates open 10 am, prac noon, race 1 pm. Info 206/225-8615.

INTER·SHOWS
PRESENTS
SUPER SWAP WEEKEND

FRIDAY DEC. 6
6 P.M. To 10 P.M.
MOTORCYCLE
ACCESSORIES PARTS APPAREL

24 Hour Information (714) 495-2542

SATURDAY DEC. 7
6 P.M. To 10 P.M.
Volkswagen
PORSCHE
Off-Road



24 Hour Information (714) 495-3672

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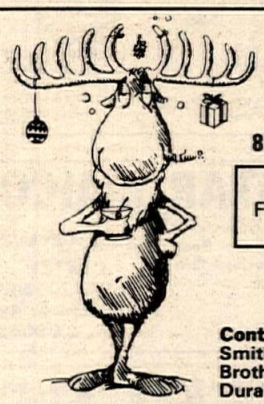
Office Hours: Tuesdays & Thursdays 10 a.m. to 2 p.m (714) 495-0515

California Racing Club Presents
Santa Claus Family Enduro
Dec. 8, 1985 ● Lucerne Valley
20% Trophies & Finisher Pines ● CRC Points
2 Loops ● 4 Riders Per Minute ● 8 a.m. Start
CRC
Banzai Brothers YAMAHA
Sat. Sign-up: 12:00
Start: 1:30 p.m.
Cost: $5.00
Participation & Finisher Awards
★ Mail Entry $20.00 ● Post Entry $23.00 ● Non-Members add $5.
★ Special Beginner Class — 1 loop, no membership required, no trophies $15.00 Mail, $18 Post.
★ A.T.V.'s — Mail Entry $20.00, Post entry $23.00, No membership required.
INFO: (714) 689-6114 (days)



Family Racing Assn. Proudly Presents
Yuletide Enduro
December Family Enduro
December 1, 1985 ● Red Mtn., CA
8 a.m. Start ● FRA Points ● 2 Loops ● 70 Miles ● Silencers Required
SATURDAY POKER RUN
FUN, EASY COURSE ● Approximately 10 miles
1:00 p.m. Start ● $5.00 Entry
100% Finisher Trophies
Super Trophies ● Super Finisher Pins!
Mail Entry $20 ● Post Entry $21 ● Non-Members add $2
Special Family Discount (Call) ● Beginner $17 — One Loop, No Trophies
Contingencies By: Duralube, O'Neal, International Motorsports, Malcolm Smith, Magnum Motorcycle Products by Progressive Suspension, Banzai Brothers, Sport Tracks Co., Gear, and Scott — the official goggles of FRA. Duralube will be on hand at the Race!
Mail entries and 2 legal, self-addressed stamped envelopes to:
FAMILY RACING ASSN.
18032 Lemon Dr., Suite R, Yorba Linda, CA 92686 (714) 777-2969

Cycle News advertising gets results. Call 213-427-7433

SRA Schedule
Jan. 19 — NEW YEAR G.P.
Carlsbad Raceway
(714) 828-1358

CRC RACE SCHEDULE
ATV Classes At All Events
Dec. 1 — MOTOCROSS Edwards A.F.B.
Dec. 8 — MOTOCROSS DeAnza Cycle Park
Dec. 15 — GRAND PRIX Hungry Valley
Dec. 22 — MOTOCROSS DeAnza Cycle Park
(213) 830-7519

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December 29

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

ARIZONA MOTOCROSS
Canyon Raceway, Phoenix, AZ. Info 602/934-5027 or 583-0575 (Tom).

TEXAS MOTOCROSS
Conroe MX Park, Conroe, TX. Prac. 8 am, race 10. Int/Ex race 1 pm. Info 712/756-4114 or 273-2336.

TEXAS MOTOCROSS
● Mosier Valley MX Park, midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813 .

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. Sign-up 9:30 am, prac 10:30, race 11. Info 512/327-5259.

CMC CALIFORNIA MOTOCROSS
● E Street Raceway, Marysvile, CA. Gates open 6:30 am, prac 7:30, race 9. Info 916/695-2727 or 695-2088.

CRC CALIFORNIA MOTOCROSS
● L.A. County Raceway, Palmdale, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood, CA. Info 415/634-3328.

CALIFORNIA MARATHON
Lodi Cycle Bowl, 5801 E. Morse Rd., Lodi, CA. Gates open 8 am, no prac., races start 9 am. Info 209/368-7182.

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
● Hollister Hills SVRA, Hollister, CA. Last race of North American Winter Series. Gates open 6 am, prac 7:30, race 9. North Amer. MX Racing. Info 408/224-6015.

January 1

CMC/SHR HANGOVER MARATHON
Sandhill Ranch, Brentwood, CA. Info 415/634-3328.

January 2

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield, WA. Gates open 5 pm, prac 6, race 7. Info 503/283-3773.

January 3

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
● Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

January 4

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

January 5

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

January 9

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield, WA. Gates open 5 pm, prac 6, race 7. Info 503/283-3773.

January 10

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

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● Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801. Calendar listings cannot be accepted over the phone; we must have a completed Calendar listing form. You may include an event flyer in addition to a Calendar listing form, but we accept no responsibility for errors unless a Calendar listing form is completed and submitted. Listings must arrive in our office by noon Thursday, for inclusion in the following week's Cycle News.

Type of event: _____

Event date: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

What time do gates open? _____

What time does practice start? _____

What time does racing start? _____

Phone number (with area code) for more information: _____

Your name: _____

WANT ADS

Help Wanted

Parts Manager
Trainee needed for large growing Honda dealership. Prefer experience in same or related field. Nice working atmosphere and full company benefits for right applicant. Apply in person or call Tim at Westminster Honda, 13751 Beach Blvd., Westminster, CA. (714) 891-5348. (247/50)

Suzuki Yamaha Parts Manager
Savvy, aggressive, profit oriented person. Savala's Sports Center, 1175 Dewar Dr., Rock Springs, WY 82901. Richard, (307) 362-5531. (347TFN/NWX)

Spillway Park For Sale
Santa Maria, California. Centrally located, 247 acres, established and operating, one of the top Motocross tracks in California. For information call: Coldwell Banker Frances Beaver Realty, 901 East Main St., Santa Maria, CA. (805) 922-0411. (147)

Parts Technician
Have immediate opening for qualified parts person. BMW knowledge helpful. Call or apply in person to Honda of Hollywood. (213) 466-7191, ask for motorcycle parts department. (247/48NWX)

MOTORCYCLE ACCESSORY STORE needs full time Christmas help. November through January. Experience preferred. Orange County location. (714) 847-5300. (247TFN)

Parts and Service Managers
Honda experience necessary. Established motorcycle dealership in Los Angeles area. Salary commensurate with ability. Send Resume to: Cycle News, Dept. CG, P.O. Box 498, Long Beach, CA 90801-0498. (246/48NWX)

Southern California dealership needs qualified SERVICE MANAGER to replace our guy who's moving up North. AND we need another SERVICE WRITER to help handle our year 'round heavy workload. All replies held confidential. We will call you as soon as we receive your application. Send resume to: Cycle News, Dept. CH, P.O. BOx 498, Long Beach, CA 90801-0498. (246/47NWX)

Large Honda dealer needs qualified parts and accessory sales people. Get away from that cold winter! Fun Bike Center, 4689 Convoy St., San Diego, CA 92111. Contact Liz, (619) 278-6635. (246/47NWX)

Service and Parts
Honda dealership in 29 Palms need qualified Honda mechanic and partspeople. Excellent job opportunity for the right people. Send resume to Honda of 29 Palms, 5930 Adobe Rd., 29 Palms, CA 92277. Attention Chris or Deven. (619) 367-6419 or (619) 365-6311. (245/47)

Mechanic
Full time, Suzuki experience preferred. Must have own tools. Orange County area. Ask for Steve. (714) 871-2460. (245/48)

Partsperson
Knowledgeable, Kawasaki and Harley-Davidson experience preferred. For more information call Brian, (714) 829-4011. (245TFN)

Honda Mechanic
Tired of the LA rat race? Immediate opening for experienced Honda technician. Ability to work on late models essential, must have own tools. Right experience could put you in the number one spot. PALMDALE HONDA. Call Larry or John at (805) 947-1515. (246/47)

IMMEDIATE OPENING for mechanic with minimum 2 years Honda motorcycle experience. Preferred registered but not a must. Honda of Montebello. Denny, (213) 724-6673. (246/48NWX)

Malcolm Smith Wants You
Malcolm Smith Products needs sales reps in Illinois, Indiana, Iowa, Ohio, Michigan, Wisconsin, Pennsylvania and New York. The most progressive aftermarket accessory company is in search of professional outside sales people. This is a major career decision, and only the best need apply. Send resumes to: MALCOLM SMITH PRODUCTS, Attention Jim Lewis, 850 Marlborough, Riverside, CA 92507. (714) 686-1006. (245/47NWX)

Honda Mechanic
Oregon Coast dealership has opening for Honda mechanic with minimum 2 years experience. Send resume to: Cycle News, Dept. C1, P.O. Box 498, Long Beach, CA 90801-0498. (246/47)

Honda Salespersons
New Honda dealership needs aggressive, experienced Honda salespersons. Call Foothill Yamaha Kawasaki, contact Art or Nick. (818) 352-7897. (247TFN)

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Business Opportunities

So. Cal Franchised Dealership
Low overhead, blow-out location and lease; Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (201TFN)

Where There's Smoke . . .
There's a HOT opportunity for you to enter the highly successful world of ATV/4-wheel Drive/Off-road retail sales and actually have fun making money! Contact Peggy. $35,000+inventory. A division of Sand Scorcher ATV Products. (805) 254-2125. (143/47)

THREE NEW 500 H-D ROTAX: Knight frames, big valves, heads by Tim Connolly, 41mm flatslides, latest cam, engines by Tex Peel. Tex Peel, (313) 659-3585. (147/50NE)

1986 MOTOCOURSE CALENDARS: $11.95+frt. Immediate delivery. (1986 Motocourse books, $32.95; 1985, $25.) Call (217) 469-2784. (147/48NEX)

Harley XR 1000 (2)
One trick, one extra trick. Professionally built, low mileage. D.M. Best II, (817) 294-8634. (145/50)

Wanted Harley KR750
Vintage racer needs bikes, parts, etc. D.M. Best II, (817) 294-8634 or (713) 641-0323. (145/52)

1974 Yamaha TY250 Trials
Excellent condition, $375. (213) 643-8246. (347)

Interceptor Parts Sale
1983 VF750F motor, 5300 mi. 1983 VF750F motor, 3600 mi. 1983 VF750F motor, 3000 mi. 1984 VR750F motor, 1700 mi. 1984 VF500F motor, 4300 mi. All motors priced to sell at $500 each. Also, two sets VF500F cylinder heads, $275 per set. VF500F engine cases with transmission, $300. Two VF500F cranks, $125 ea. Two sets VF750F cylinder heads, $300 each. VF750F engine cases with transmission, $375. VF750F frames, with titles, $375 ea. VF500F frame with title, $275. Call today! CycleWorks, Ltd., P.O. Box 4273, Hamden, CT 06514. M-F, 9-6 EST, (203) 287-0411. (147/50NEX)

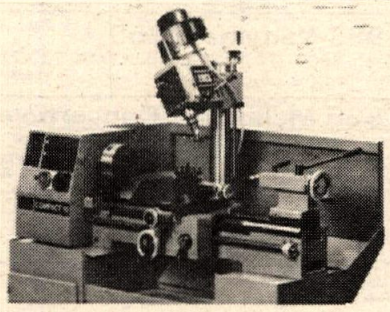
Vintage Motorcycles
All of the motorcycles listed below are in absolutely superb condition and warrant a phone call for full details. '71 NORTON PRODUCTION RACER — 2000 miles, never on a racetrack. '66 TRIUMPH TT — Based cafe racer. Cerianis, Fontana, oil chassis and running gear by Manfred Hecht of Raceco. Incredible machine. '66 VELOCETTE THRUXTON —Silver/blue. Can't be a finer one in the world, unbeliveable condition. '64 YAMAHA TD-1 — Factory road racer, totally original plus TD-2 80%, plus many, many early spares. TRIUMPH 500cc VINTAGE RACER — Factory assisted, great history, ex Bill Sholly. '57 ARIEL SQUARE FOUR MK II — Restoration by Keith Black. Totally without flaw. Very smooth runner. '38 MOTO GUZZI — GTW clubman's 500cc racer, exposed valves, rare. Other fine European motorcycles for sale. Particularly interested in competition machines. Kirk White, Villanova, PA. (215) 525-6036 days, (215) 687-0468 evenings. (347NE)

26mm Keihin Smoothbores
Fit Kawasaki GPz series, used very little, will ship UPS. $125. Call (717) 352-7462, ask for Randy. (147/48NE)

Freddie Spencer Replica
NS400R Honda, in stock now! Williams Honda, Windsor, Ontario, (519) 254-2565. (147NEX)

Z Big Sale
1985 RZ350NC, Fox Shox, new pistons, 1st stock, 2nd modified, AFM, $1850. TZ250G, EPM mags, new Accel ignition, $2000. TZ250E, Bratton lite crank, $1350/OBO. (415) 493-9326. (145/48)

Trans Cal Champion
1985 500cc Pro Champion Willy Simons' CR500 Honda. Bike totally rebuilt. Too many extras to list. Must see to appreciate. Ask for Chris. $1600. (805) 522-3364. (147)



Machine shown with optional accessories.

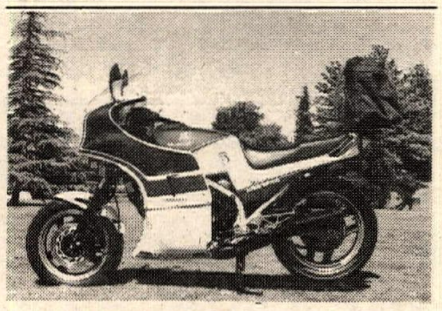
Want A Lathe?
No finer at any price. Class 7 SKF bearings, bedways aged 4 years. Lead screws dead on. Compact 10 belt drive 11" swing 26" centers. Base machine sale price, $1995. Free freight continental USA. 12 month warranty, other models on sale also. Brochures and prices on request. (209) 237-4414. Jim Crocket, Emco-Maier distributor. 1575 "E" St., Fresno, CA 93706. (346/47NWX)

1981 and 1982 Honda CR80s. Good condition, new top ends. $250 and $300. (714) 960-4600. (147/48)

Works Superbike For Christmas
Treat yourself! Honda factory team "F" bike. 3rd place Daytona, 1982. Ex-Spencer/Pietri. Famous 1024cc, 160 hp "Gator" motor. Incredibly trick. Mint original works condition. Rare opportunity to acquire a legendary and successful team bike. $4500. (818) 969-4005, days. (818) 840-4036, evenings Monday through Friday. (147/48)

1985 KX125
Like new, only ridden a few times. Must see. Sacrifice, $1299. (805) 259-3534 or (805) 259-2885. (347/48)

1968 Rickman Triumph
Bonneville engine, runs great, looks great. In storage 10 years. Rickman forks. $975/OBO. (818) 284-3067. (347/48)



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Interceptor full fairings available through VANCOUVER SUZUKI. (604) 734-4762. (244TFNNWX)

YZ 490 Flat Tracker
3rd fastest qualifier September San Jose Mile. Great Junior bike. Knight frame, all the best. Spares. $2900. (415) 443-7012. (247E48WX)

Special Sale
1985 Yamaha YZ350's and assorted Honda and Yamaha dirt bikes. R&J CYCLES, Vallejo, CA. (707) 643-2548. (247)

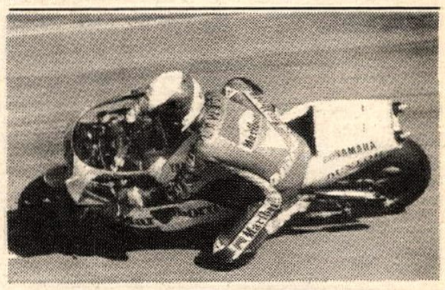
1985 YZ490N
Excellent shape, stock bore with extras. $1495 firm. (213) 397-0627. (345/47)

Ducati 900 Hailwood
California legal, last of stock. Also Laverda Executive, Corsa, and RGA. All Cagiva models, including 750 F1. EUROPEAN CYCLE SPECIALTIES, 10301 Garden Grove Blvd., Garden Grove, CA 92643. (714) 530-2712. (244/47)

1985 Honda CR500
Nine months old, Answer bars, spark arrestor, Boyesen reeds, FMF pipe, good Metzelers, Ohlins, O-ring chain, extra sprockets, Zurk fittings, extra jetting. Six races, mostly trails, less than 50 hours on bike. $1700/OBO or trade for comparable '85 CR250. Call Bud after 5 p.m. weekdays, any time weekends. (415) 342-3267. (146/47)

'84 Honda 750 Interceptor
10,000 miles, like new, $3000. (213) 434-2980 or (213) 439-1073. (145/47)

Huskys Oregon
1985 Husky closeouts. New 250WR, 250WRX, 250XC, 500CR's, 510TE. G&G, Albany Husky, (503) 926-9320. (145/48)



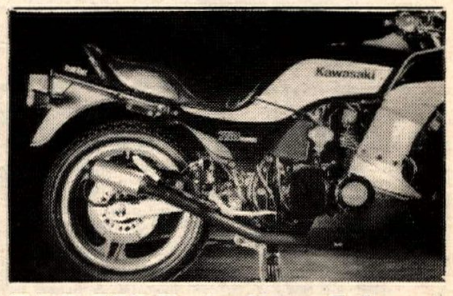
Road Racers—Dianese Leathers
Road rash got you down? Country's lowest prices. Limited time only. Call MCS, (800) 441-7029. (346/49NEX)

Collection For Sale
1977 Laverda Jota, $2400. 1978 Ducati Darmah, $2400. Triumph Hurricane, $2500. 1975 Suzuki RE-5 rotary, complete, new engine, extra parts, $1200. 1984 Ducati Hailwood, new, $6400. 7 a.m. to 6 p.m. Pacific time. (408) 426-2222. (147/49)

'85 600 Ninja Box Stock
Top 5 finisher, 1400 race miles. Cosmetic scratches only. $2400/OBO. Fred, days, (415) 658-7252. Marty, nights, (415) 283-7151. (347/49)

Need Yankee Parts
Any information on new or used parts for 500 Yankee. Call (214) 289-9924, collect. Mark, evenings. (347/48NWX)

1984 Cagiva 125WMX
Factory works bike. 2 hand turned pipes, SD race porting, modified Ohlins shock, many other extras. $700. (213) 694-1709 or days, (714) 881-2803. (345/48)



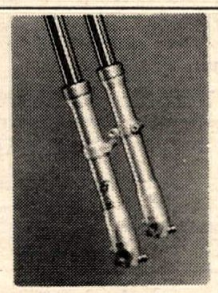
D&D 750 Turbo Kaw. Exhaust
10% H.P. increase, saves 20 pounds, 4 into 1. (800) 327-1109. Injection boost kit also available. (245/TFNNE)

1978 Suzuki 250RM, Ohlins, new chain, sprockets, cables, not bent, first bore, clean. $500. Evenings, (213) 429-5009. (447)

RZ500, brand new, California legal and licensed. New Metzelers. $4500/OBO. (818) 709-8755. (247/48)

1984 Kawasaki KDX200
Excellent condition, $950. (213) 643-8246. (347)

Help Save The Ghetto
Steve Nardiello — WERA National champ C Super '84 & '85. 84 B Super champ — '85 #2. '85 AMACCS #2 Formula 1, #3 Unlimited Super. '84-85 season was 95% financed by Team Ghetto members. The only aftermarket parts on our FZ are the rearsets, steering damper and header. We make the utmost out of what we have! Join our '86 assault on the Daytona 200, other AMA pro races and local CCS Nationals. Detailed resume and budget proposal available. Call Scott after 5, (404) 447-0004. (147/48NE)

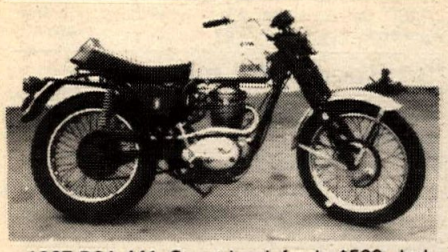


New Ceriani Forks
Available in 38 and 42mm sizes. STORZ PERFORMANCE, 1362 Tower Sq. #2, Ventura, CA 93003. (805) 654-8816. (226NWX/TNF/EOI)

TZ250J Less Engine
Excellent condition, $800. (405) 737-4695 or (405) 737-7052. (346/49NWX)

** Ducati 1986 Calendar **
Brilliant 4-color photos (12) of Ducati's, with comments in English. 8½x12 glossy format. Excellent quality, perfect gift. Send $20 each. DPL Eurostyle, 1115 3rd St. Mezz., San Rafael, CA 94901. (345/47NWX)

1985 Yamaha YZ250N
Race-Tech suspension. New top end, new tires, must sell ASAP. Senior rider. $1500/OBO. Days, (714) 582-0522. Evenings, (714) 770-6091. (346/49)

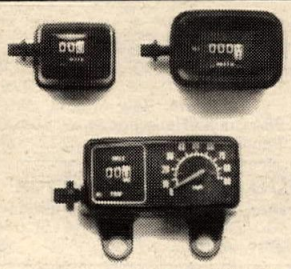


1967 BSA 441. Street legal, fresh. $500. Jack, (213) 829-4054. (147)

1985 Kawasaki KX250 $1300
Perfect condition, never raced, trail ridden only, like new. Must see, excellent buy. Pat, after 5 p.m. (213) 838-5375. (147)

AMA Superbike GPz750
EPM's, Kosmans, Spondons, Fox, 33mm Mikunis, engine work by Rick Stetson and Mike Crowther. Much more, many spares, excellent condition. $4000/OBO. (415) 635-9679. (147/48)

1983 KAWASAKI KDX 200. Aluminum shock reservoir and new rear tire. Fair condition, runs great. $500/OBO. (619) 244-9653. (147/48)



★KTM/Husky/Maico-ODOs★
We have drive kits and Japanese odo heads for all European bikes and most MXers. Retail only. COUNTDOWN (818) 348-8381. (231EOINWX)

1985 TY350 YAMAHAS, brand new in crates, at cost. Nevada Yamaha, (702) 384-2353. (247/48)

Turbocharged Ninja
Mr. Turbo kit, Dymags, Buell brakes, professionally built, 2500 miles. $8500 invested, sacrifice, $6000. Call for details, (602) 256-2764. (347/48)

Motorcycle Clearout
1984 Suzuki RM250's and 500's, $800/OBO. 1980 Yamaha Midnight Special, XS850, plus spare motor, $1200/OBO. (619) 868-3407. (347/48)

Special Announcement
South Coast Honda of Santa Ana, California has 5 new Honda CX650 Turbo's available for sale at discount prices. Here is your chance to own a legend for under original dealer cost. Out of state buyers fly to Orange County, Calfiornia. We will pick you up. Call Dave Lella at (714) 957-1966. (247/48NWX)

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(344/47NWX)

PERFORMANCE MACHINE BRAKES, 13" discs, $80. Four piston calipers, $85. Master cylinders, $65. (602) 829-0181. (147/49)

1983 Yamaha IT250
Clean, $900. (714) 636-6819 or (714) 732-7109. (147/50)

1965 Malibu SS Convertible
Four speed, runs great, nice interior, stock, optioned. Trade negotiable for interesting motorcycle over 700cc. Asking $3000. Evenings, (916) 451-8905. (147/48)

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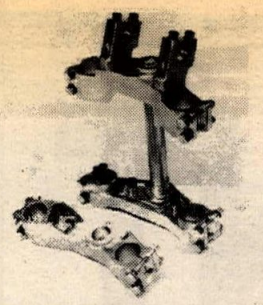
Excellent condition, Metzelers, new rings, Answer, $1300. Call Chuck. (209) 781-1250, days. (209) 784-7646, evenings. (347/48)

2, '85 KX125's — 1, '84 KX125
All in excellent condition, new rebuilt motors. 1985 125's, $900. 1984 125, $600. Ask for Mike. (213) 316-9932. (147/48)



Custom Triple Clamps
Made to your measurements. FRANKS RACING (714) 546-3484. (145/49NWX)

1984 VF500 Interceptor
AFM race ready or street engine. Includes Fox shock, fork springs, Red Line oil, extra tires and other parts. Must sell. $2900. Evenings 6 to 9, (415) 574-2862 or (415) 344-2490. Nick, #98. (147/48)

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Custom, one of a kind, two piece, yellow/black/white. 6', 175 lbs. Cost $850, sell $550/OBO. (415) 635-9679. (147/48)

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Stunning quality from Germany. The perfect gift for the motorcycle enthusiast. Money Back Guarantee. Send $13.50 each to: CONCEPTS INTERNATIONAL, 12611 Research Blvd. Suite B-311, Austin, TX 78759. (140/02NWX)

900 Ninja*XR500 Honda*Rebel
1985 Ninja, perfect, never in rain, stored inside, 3400 miles, $3995. 1984 XR500, 12 hours on bike, excellent condition, $1450. Honda 250 Rebel, 650 miles, as new, garaged, $1150, must sell ASAP! Evenings, (619) 568-3096. (147)

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Excellent condition, ridden very little, $1100. (714) 685-9598. (147)

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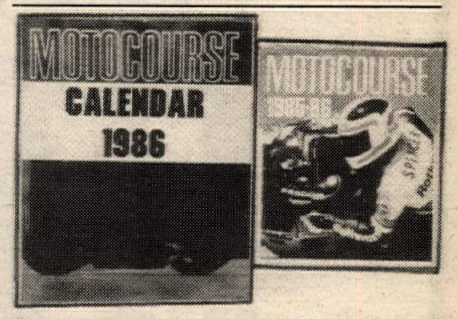
Spotless, 4500 miles. Well cared for. $2600. Port Orchard, WA. (206) 871-2317. (344/47)

XR750 Professional Left Shift
and complete engine rebuild by respected facility. Still in box, Lectron flat side carbs. Kick start provision, many, many spares: cams, carbs, mags, pipes, wheels, G bars. Over $7000 invested, sacrifice, $4500 or V-Max trade. (214) 262-7471. (147/50NEX)

Wanted: '84-'85 GPz 550
Any condition. Also for sale, '82 GPz 550. Plus Cal-Fab swingarm, Moriwaki shock for '82-'83 550 and parts. (408) 475-9172. (146/47)



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'85 Husky CR500 6 spd Extras
Ridden by old timer, never raced. I want to try a Husky 4-stroke. $2500/OBO. (818) 335-4762. (147/48)

Eddie Lawson's FJ1100
Is no tricker than mine. Many extras, beautiful condition, 4600 miles. $3800. (805) 498-8135 or (818) 700-9212. (347/48)

1983 KTM 420MXC
Good condition, odometer, 3.2 gallon tank. $850. (916) 927-7866. (147/48)

Divorce Forces Sale
1985 Ninja 900, like new, 4700 miles, plus extras. SuperTrapps/Lockhart. $3900. 1985 KX500, well maintained Vet's bike with spares. $1850/OBO. 9 a.m. to 5 p.m., (714) 630-6950 or (714) 630-2764. Ask for George or leave name and number. (347/48)

Full Bore "Trophy Series"
Features: Leather construction, rivet reinforced stitching, instep/ankle padding, speed lacing w/velcro/buckle closures and wedge traction sole. Black, blue, red & white. Sizes 7-12, $129.95. Visa/Mastercard accepted. Dealer inquiries invited. (301) 474-2228. (145/49NEX)

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Heavy duty 3 tail, $450/OBO. (805) 648-4800. (147/48)

1985 YAMAHA YZ250N, excellent condition, hardly ridden. $1500/OBO. (805) 943-3722. (347/49)

Interceptor owners*Cams carbs
#2 Web cams for 750cc, V-65 fuelers. Either, $150. Bike $2000. (602) 946-1898. (147/48NWX)

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Ceriani forks, Works Performance shock, Carlisles, wide rims, Norris cam, K&N's, Imron paint factory colors. Professionally built, completely street legal or race ready. $3000. Will ship. Mark, evenings, (619) 744-9463. (347NWX)

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Everything for sale, except frame and swingarm. (614) 262-8559. (147/48NE)

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Fast, dual headlights, 5000 miles. Legally registered. $4500/OBO. (707) 579-9253. (145/47)

1985 TZ250N, Must Sell
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10" travel front and rear, many extras plus all original parts. $600. Call Matt after 6 p.m. at (213) 591-5082. (547/51)

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Big and small tanks, spark arrestor, proven winner. Works Performance shock and forks. Perfect condition, must sell. $1300/OBO. Call Gil at Works Performance, (818) 701-1010. (347/02)

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Showa forks and all the good stuff! Lots of spares, 413 lbs. Call soon for that good low price. (818) 894-1244, days. (818) 705-5901, evenings. (247&50)

RGB 500 Mark 8 Suzuki
Factory roadracer. Excellent condition, large spares kit. Must sell this month. Can deliver. $9500/OBO takes it. (818) 963-7060. (346/47NWX)

Husqvarna Closeout Sale
1985 500XC, 1985 510TX 4-stroke, 1985 250XC, all below cost. 1984 250CR, $1795. 1983 250CR, $1595. EL CAJON YAMAHA-HUSQVARNA, (619) 442-3338. (246/48)

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New condition, stored 1½ years. O-ring, tires. $1100. (213) 262-2124. (146/47)

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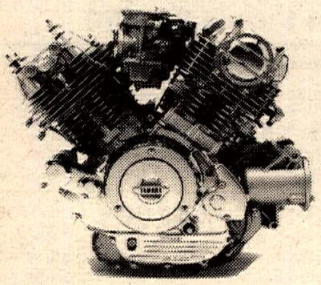
45 minutes on motor. Bike like new. Many extras, $2000/OBO. (714) 545-0837. (146/47)

WANTED: 1985 Jackhammer, Cowbell enduro T-shirts. FOR SALE: Factory Honda Test Track, 3 rail trailer. (415) 457-3417. (146/47)



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Closeout
On all remaining stock. Offroad 2 wheelers, 3 wheelers, 4 wheelers. Call Brian, (714) 829-4011. (245TFN)

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Excellent condition. $1900/OBO. After 5 p.m. weekdays, (805) 251-4753. (347/48)

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Ohlins, Simons kit. Excellent condition. $1600. (213) 514-2434, after 6 p.m. (146/47)

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Laguna F2 winner, second Sears Point, front row machine. Race prepped by David Harold. Raced once since fresh rebuild. Sold complete with spares. Call David, (206) 771-8103 or Jeff, (206) 779-4427. (146/47NWX)

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NEW motor, Z-Racing equipped, fresh shock, WP fork mods, tires, many extras. Very good condition. $1595/OBO. (714) 495-8130. (146/47)

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Bought new June, '84. Front Metzeler, ridden very little. $875. (805) 498-1603. (346/47)

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Excellent condition, bark busters, PSI pipe, Answer, new tires. $1200/OBO. After 5 p.m. (714) 797-1712. (147/48)

33 Smoothbores
For FJ1100. One new set, $300. One slightly used set, $250. Call Lee or Richard at Nevada Yamaha. (702) 384-2353. (246/49NWX)

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900: Red/gray, 3000 miles, Russell lines, Ferodo pads, K&N filters, Dynojet, SuperTrapp, Corbin saddle, Rasks rearsets, Telefix bars. 600: Red/-white, 2800 miles, Russell lines, Ferodo pads, K&N, Dynojet, Vance & Hines, Daytona rearsets, Canadian rotor, tailpiece. Both bikes garaged and super clean. $3800/$2800. (805) 488-9785. (346/49)

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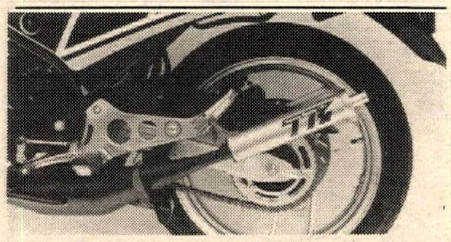

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21' Pro Trac Trailer
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Ninja is Kawi green paint. $2700. Custom, must see. Honda, $1600. Must sell this week. Chris, (714) 761-9357. Andy, (714) 995-7863. (446/47)

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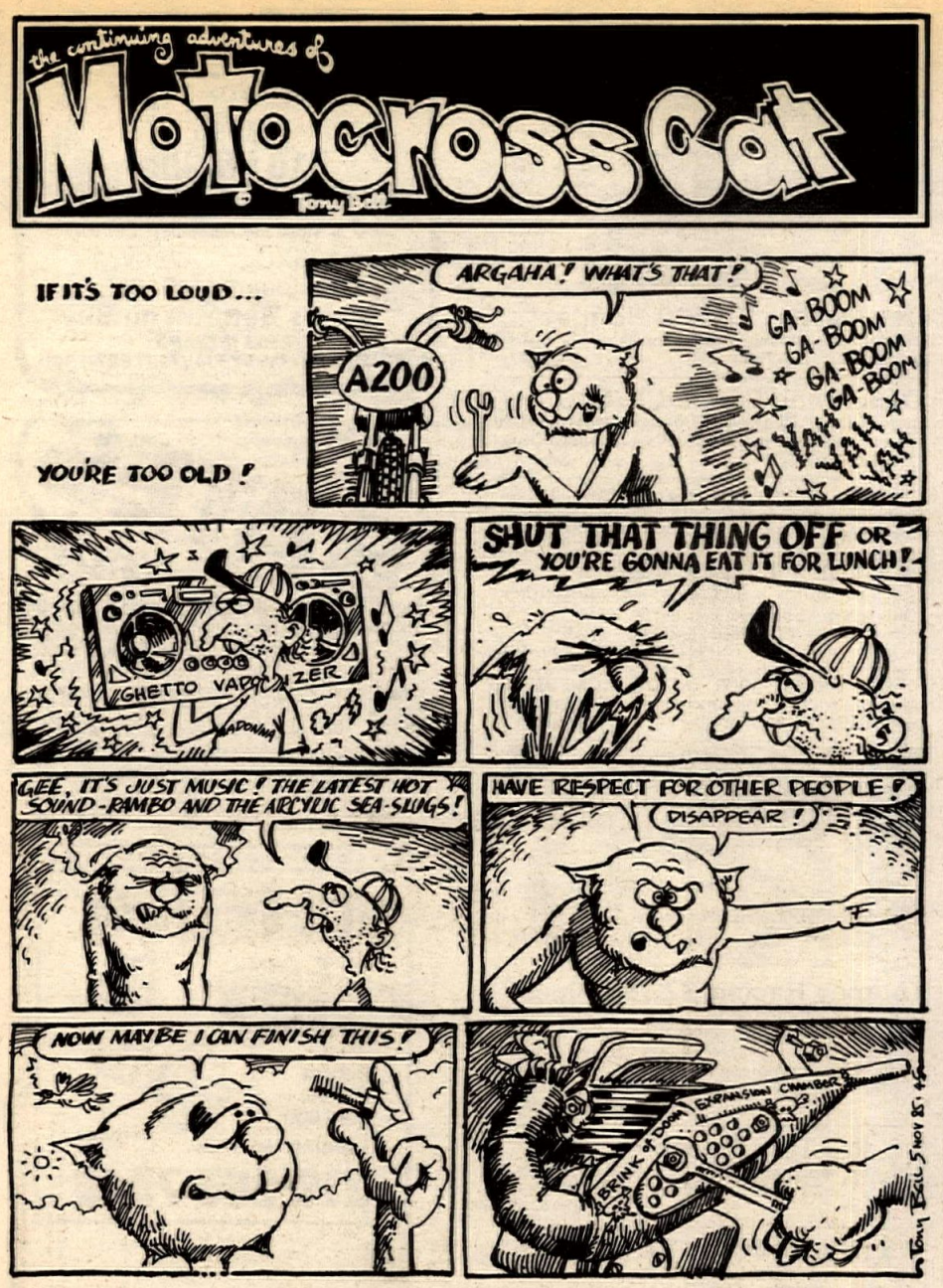

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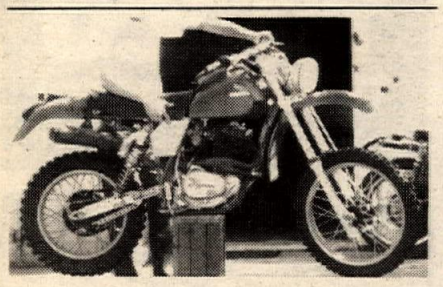

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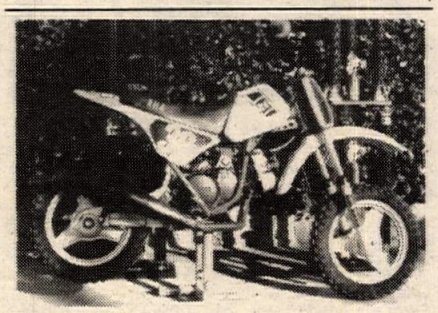

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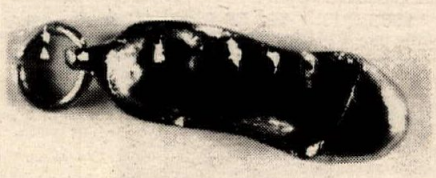

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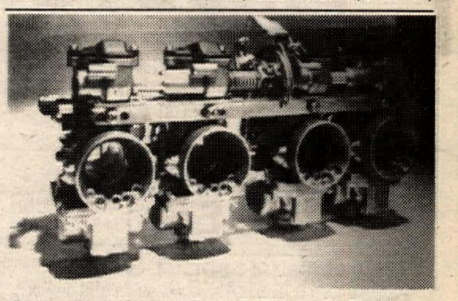

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Long Beach Yamaha	34	Yamaha Intern'l	10&11
M-Star	37	Yamaha of Goleta	32

Cycle News Products Order Form

Fill in the Visa/Master Charge blank or send check or money order to:

P.O. BOX 498, Long Beach CA 90801-0498

Name _____

Address _____

City _____ State _____ Zip _____

Credit Card Number _____

Exp. date _____ Signature _____

Credit card minimum $5.00 plus .50 postage & handling.

Below, indicate amount of products and circle the size. Above print your name, address and credit card number.

- ☐ MX Cat Comic Book .75
- ☐ Cycle News East T-Shirt $6.95 S M L XL
- ☐ Cycle News Binders $16.95
- ☐ Cycle News Patch $1.50 2"x4"
- ☐ "We Don't Care..." Bumper Banner $1.00
- ☐ Cycle News Baseball Cap $5.95
- ☐ "Anything Else Is History" T-Shirt $7.00 S M L XL
- ☐ Anything Else Is History" Jersey $10.00 S M L XL

Jersey Closeout — $7.00 for 1, $12.00 for 2

- ☐ "Once A Month..." Cycle News Baseball Jersey S
- ☐ "We Don't Care..." Cycle News Baseball Jersey S

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and in accordance with the agreement governing the use of such card.

Product Order Subtotal _____

+6% Tax (CA res. only.

Los Angeles Co. res. +6½%) _____

Product Order Grand Total _____

OUR NEW RMs HAVE DEVELOPED SOME SERIOUS PROBLEMS. SERIOUS PROBLEMS FOR THE COMPETITION.

Around the Suzuki factory, we've been staying up nights to work on a few problems. For the competition. Problems that should cause them more than a little lost sleep. And more than a few lost races. Because all this overtime has resulted in an entirely new RM125 and RM250.

Exhaust power control valve.

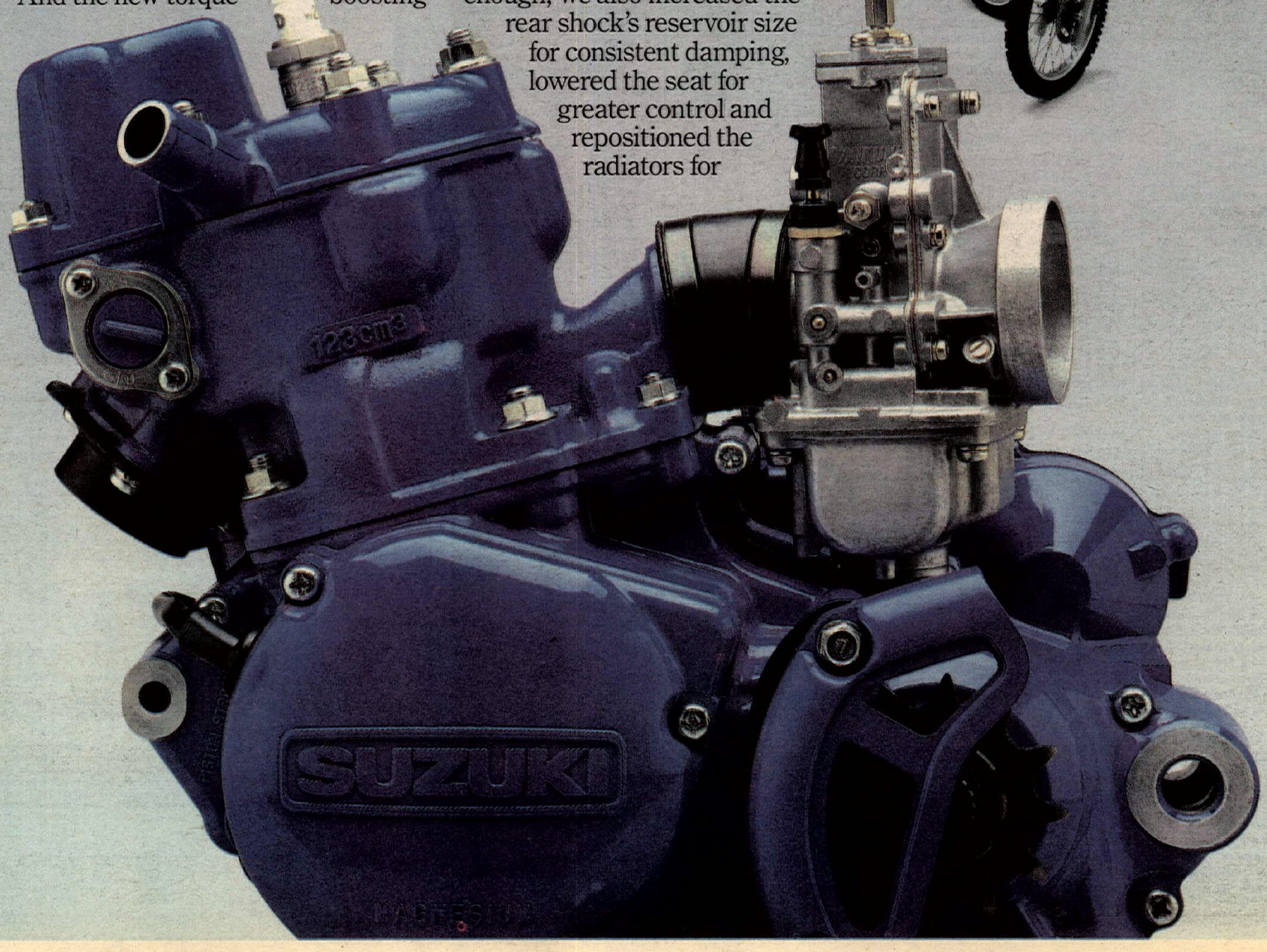
Not "mostly" new. Not "virtually" new. *Entirely* new.

That means the cases are new, the cooling system's new, the gearbox is new. Same goes for the air cleaner. And the multi-stage expansion chamber. And the new torque-boosting Automatic Exhaust Control. Even the frame is new, which uses unique oval-shaped tubing in critical areas.

As hard as it is to believe, even the legendary Full Floater suspension system has changed. Before you panic, let us reassure you it's the same system that helped us win every 125cc World Championship ever awarded. But now it's lighter, simpler and more compact, with a free-rolling eccentric cam and a lighter, stronger swingarm.

And as if all that wasn't enough, we also increased the rear shock's reservoir size for consistent damping, lowered the seat for greater control and repositioned the radiators for better weight distribution.

All of which means that every time you unload your new RM, you can expect a whole batch of nasty problems. Fortunately, they'll all be for the competition.

SUZUKI®

WORKS LIKE A SINGLE MOVING PART.